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THE SPHERE, JULY 10, 1948
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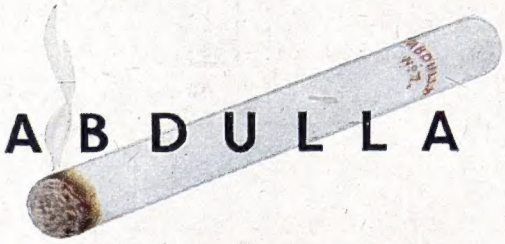

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Volume CXCIV No. 2527

The SPHERE, London, July 10, 1948

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

THE NORTHWOOD AIR DISASTER—THE TREE-TRANSFIXED WING OF THE R.A.F. YORK WHICH CRASHED AT SHRUBS CORNER, HAREFIELD, AFTER A COLLISION OVER NORTHWOOD, MIDDLESEX, WITH A SWEDISH CLOUDMASTER AIR-LINER : The planes, which were nearing Northolt Airport, fell about 1½ miles from each other. All occupants were killed, and the total death-roll was thirty-nine, constituting the worst air disaster in Britain since the *R 38* crashed over the Humber in 1921

There was no survivor of the thirty-nine people aboard the four-engined Cloud-master (a larger version of the Skymaster) and the R.A.F. Transport Command York when they collided above Northwood last Sunday afternoon. The Cloud-master was approaching Northwood with twenty-five passengers and a crew of seven, inward-bound from Copenhagen and Stockholm. In the York, which had been circling the aerodrome waiting for a break in the weather, were Sir Edward Gent, High Commissioner for the Federation of Malaya, and the six R.A.F. men forming the crew. Three miles from Northolt the circling aircraft flew into each other. The York fell at Shrubs Corner, narrowly missing some houses, and the Swedish aircraft crashed at Park Wood. Both machines caught fire. None of the bodies removed from the York could be identified. Sir Edward Gent was returning for consultations with the Colonial Secretary. Many people saw the collision, and Dr. W. J. Beckley, who lives in a house near Top Wood, reported that the York crashed to earth with its tail severed. Both planes exploded

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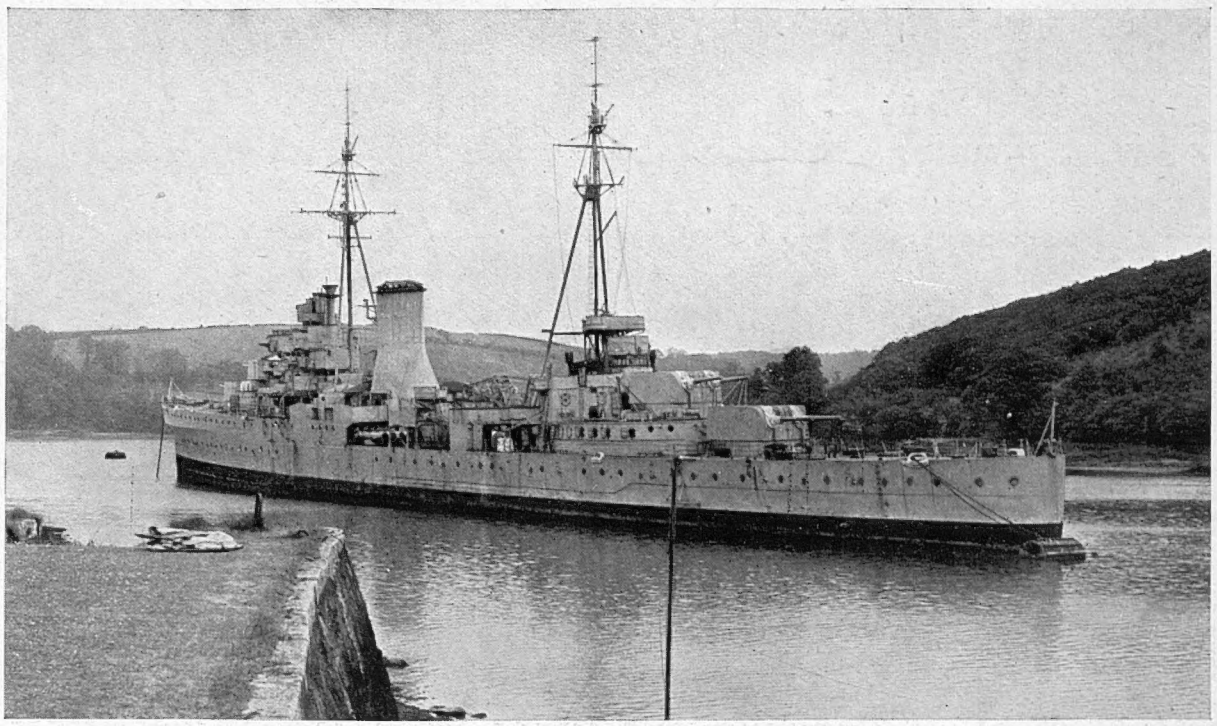
A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.



SHOULD THE CHILEAN NAVY BE ALLOWED TO BUY THE CRUISER "AJAX"?—THE CELEBRATED WARSHIP, WHICH WON FAME AT THE BATTLE OF THE RIVER PLATE, SEEN AT HER MOORINGS IN THE RIVER FAL: It was reported last month that negotiations were in progress for the purchase of "Ajax" by the Chileans, but bearing in mind the Chilean President's latest exploits in Graham Land, where he proclaimed the annexation of British territory, public opinion in this country would appear to be strongly against the transaction. The matter was raised in the House of Commons at the end of June and again in the House of Lords last week when it became known that the Government was willing to trade for £1,000,000. The epic of the *Ajax* took place in December 1939 when the 6,985-ton cruiser, under the command of Captain C. H. L. Woodhouse and wearing the flag of Commodore Henry Harwood, attacked the German raider *Admiral Graf Spee* in company with H.M.S. *Exeter* and H.M.S. *Achilles*. The engagement off the Uruguayan coast resulted in the scuttling of the German warship and in the first British naval victory of the Second World War. Later *Ajax* took part in the Battle of Matapan, and on October 18, 1944, the German garrison on Santorin Island surrendered to her

Three Signal Events.—

This nation was, I think, in unison when it heaved sighs of relief over three occurrences which came together at the very end of the gloomiest June for many years: (1) The dockers' strike ended, and with a show of official firmness. A genuine blow was struck for discipline, order and constitutional process; (2) Our troops are out of Palestine, bag and baggage. It was a tremendous feat of organisation, moving 250,000 tons of stores and thousands of vehicles. It was done on time, and indeed better than that. And now—whatever be the next use to which these troops may be put—we can be thankful that they are no longer targets for murderers and thugs, victims of stabs in the back; (3) In a House remarkably united, grave and tense, Mr. Bevin made clear British policy in the face of Russian aggression in Berlin. Whatever the consequences, every true Briton must be thankful that there was no hedging on this fearful issue. For as in August 1914, as in September 1938 and 1939, so in June 1948, the terror of the consequences of honouring our pledges and of resisting the armed, prepared and dangerous aggressor, might well unman statesmen who have the destiny of the nation in their hands. The lessons of history are crystal-clear. The least sign of weakness in the face of would-be world dictators is (and has always been) a spur to further demands. America, France and Britain have learned the lesson, and, weighing the appalling possibilities accurately, have stood firm. ("In *the event of war*," French statesmen found it desirable publicly to declare, "the Government will not leave Metropolitan France.") The Western Powers do indeed know the implications of their stand. They have stood firm on their rights under treaties and on the rights of the German people, counting but not underrating the costs and difficulties inherent in any solution whatever except the gradual recession by Russia of her present reckless, relentless pressure. And I am sure (selfish, apathetic, peace-craving, comfort-loving, myopic, weary or what-not, as many of us doubtless are to-day) this country is unanimous behind the Government.

Russian Retreat? —

The alternatives to the Berlin impasse were, I think, not unfairly set out last week—*broadly*, that is. But if Russia *should* decide to modify her aggressive role, there were obviously many ways in which it might be face-savingly achieved, and certainly the most hopeful way seemed to lie in pressure by one of the Eastern States of the Soviet bloc to secure a Four-Power Meeting, if only on the Berlin issue. That Russia wants war as little as any nation in civilisation may be taken for granted; unfortunately she wants her own way more uncompromisingly than any. I fancy it is equally true that the nations bordering Germany and under Russian influence are very far from comfortable over the possible implications which might follow if Russia got her way in Berlin by any means. I cannot agree that it is dangerous to be hot-headed to speak of the possibilities of another World War. The more those dangers are stressed, the better. War is not a hollow-turnip bogy in which a night-light must *deliberately* be lit, but a juggernaut which, jostled ever so little, may start up its machinery and take charge. And in the end it is usually one man's vanity rather than one man's calculations that sets the wheels turning. But will Russia retreat?

A Note of Hope.—

We have been through a bad time. I have found it difficult to find cheerful things to say. In matters serious and trivial, in politics and weather, June was a depressing month—in Berlin, in Dockland, even at Lord's and Wimbledon But good does sometimes come out of bad, and it is perhaps reasonable to hope that the return of the dockers is a tardy return to sanity and reason, The events of June in England and Europe have achieved one signal advance. The common enemy of mankind to-day has come out into the open, and his features and finger-prints are now common property. Communism in every form, in large, in small, is the Enemy No. 1 It is out to wreck civilisation, to sabotage law and order, to snatch from chaos and from the despair of suffering millions the power for which it craves, to dominate the world and work its will on the peoples. May we hope, however faintly, that June 1948 marked the nadir of unreason and indiscipline in a section of this nation, and of hesitancy among the statesmen of the democratic nations? No doubt, black days lie ahead for years to come, but the storm clouds have been shot with gleams.

Can the Conservatives Win?—

There is no doubt at all that this quiz is of first-rate interest. First raised in the *Sunday Times*, I made a brief reference to it a week or two ago, and my day's mail convinces me that many an ardent and many a hesitant Conservative are deeply concerned. My letters need study and the "findings" require to be statistically assessed. This will take time, and I shall refer to the matter again. Meanwhile, the chief criticisms by partisans of Conservative policy and practice appear to be: (1) That their propaganda is thoroughly bad. Their direct propaganda misses fire or misses the target, while indirectly or unconsciously they give free propaganda for the Socialist cause. These things come about, because (2) They still sit on the fence, with a foot in the old and a foot in the new world. (3) Their sniping, mud-slinging and wild and sweeping condemnation of everything Socialist is now highly irritating and worthy of the Fourth Form at St. Dominic's; and their Elder Statesmen are the worst offenders. (4) Their intelligence services are still nearly as bad as in 1945, when they had not a hint that 80 per cent. of Service men of all ranks meant to vote Labour. (5) They are out of touch with their working-men would-be supporters (by far their strongest allies and hopes), and have no idea how damping to this support is their adherence to the old shibboleths of the Age of Privilege. Can the Conservatives win? Not, in my opinion, by "trotting out a Duke or a Duchess," by means of their present brochures and Delphic answers to plain questions, by mud-slinging in the gutter manner, or with the aid of their unspeakably cheap "Fight-for-freedom" leagues, or by throwing cold water on what perhaps a majority of their wellwishers regard as the essential preliminary to their return to power, and as essential in the present awful crisis, *a National Government.*

"O Freedom, What Crimes . . ."—

I confess I despair of Conservatism when I read the dope with which the Fighting Fund for Freedom (chairman: Earl Stanhope, K.G.) continues to inundate me. It is not only cheap, it is unconvincing. It is silly schoolboy stuff, smart, undignified clap-trap. And I am asked to take it as *gospel* that *if* the Conservatives are returned to power: (1) They will reduce the Civil Service by 25 per cent.; (2) Denationalise electricity and gas, railways and road transport; (3) Reduce income and surtax. On the contrary, I think these pledges are dangerous and apocryphal. I am prepared to take it as gospel that they will restore the University vote. Beyond that, I adopt a wait-and-see attitude.

Cost of Living.—

July is certainly likely to be a month of realisation . . . of unpleasant facts. Most families nowadays budget within very narrow margins, if, indeed, they attempt to balance income and expenditure. In the first week of July, 1948, many a parent and householder was compelled to look beyond the vague expectation of "paying more" into the actual figures, to see what the National Insurance and Health Services mean to him now week by week. A self-employed man now discovers the unpleasant truth of which he has been for some time vaguely aware, that if (say) he employs a gardener and two foreign maids, he will now pay in insurance 17s. a week. And since his three employees probably are quite unable to pay their own added contributions, he must clearly raise their wages by the excess, or lose them. Accordingly he will pay roughly in increased insurance at least 12s. a week, or £30 a year. As for benefits, neither he, if he be over sixty, nor his foreign maids can expect any tangible benefits to accrue. If he has a boy at a public school, he may have awakened at the same time to the fact that henceforth he must pay another £35 a year in school fees. He is perhaps summer-stocking his coal; he observes that anthracite is now £5 8s. 6d. a ton, of which, if he be lucky, 60 per cent. may be burnable. If he enjoys the blessings of gas and electricity, he pays for his blessings through the nose. His railway fares have reached a high level which seems to suggest that air travel is cheaper. His ounce of tobacco (once 4½d.) is now just under 4s. If he employ an engineering firm for any repair he has for some time noted that these services are charged on no approved or ascertainable basis save his own assumed ability or willingness to pay. Certainly the present writer—good, easy man—awoke in the first week of July to some very hard facts, which justified his rueful quiz: Where is it going to end? How will my ends meet?

Cotton.—

Henry Cotton is not a mere boy. He was born in Cheshire forty-one years ago. On July 2 he won the British Open Championship at Muirfield (for the third time in his career) by a "field" from his nearest competitor (Daly). He was six strokes ahead of the first foreign competitor; seven ahead of the first American.

When British sport is damned as rotten,
Please remember Henry Cotton.

We have got one back on those Americans at least at golf, and high time, too. And, if civilisation survive the dangers of these days, we must do something to retrieve our position in the world of lawn tennis. English cricket ("at the highest level") must also be looked to. I think we are in fair shape on the river, and polo is largely a matter of money or economics. As for Olympics, I am not much interested. Certainly T. Henry Cotton is the star of the year in the world of British sport, and it would not surprise me, come New Year's Day, to find him in the Honours List. He raised a lot of money for war charities, and holds dazzling records in the world of golf. Who knows?

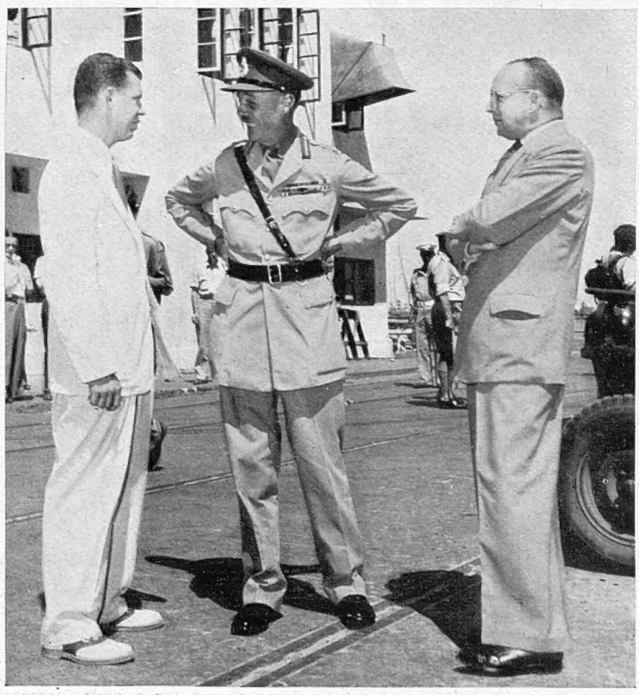
THE OLD STAGER

12.43 P.M., JUNE 30, 1948—THE UNION JACK IS LOWERED AT THE PORT OFFICES, HAIFA, IN THE PRESENCE OF GENERAL MACMILLAN, THE BRITISH COMMANDER, WHILE THE GENERAL SALUTE IS SOUNDED BY A BUGLER OF THE ROYAL MARINES: The evacuation of men, stores and vehicles has been a most complex operation. The last group of British troops to leave Palestine after twenty-five years of British rule were 600 Royal Marines, who were deployed on the final night in battle formation in order to cover the embarkation. The very last British soldier to embark was General MacMillan, the British Commander

GOOD-BYE TO PALESTINE

The Last British Troops Leave Haifa and the Union Jack is Hauled Down

Between December 1947 and June 30, 1948, when the last British soldier left Palestine, a total of 252,000 tons of stores and equipment has been moved —137,000 tons overland, and 115,000 tons shipped from Haifa. The evacuation of men stores and vehicles was complicated by the fact that it had to be dovetailed in with the citrus traffic, which is always very heavy in the first months of the year, but all went more or less according to plan, and as one Hagana spokesman declared in Haifa, "the British went out of their way to hand over in good order." After the departure of the troops from Haifa, Mr. Ben-Gurion, Israel's Premier, attended the formal ceremony of hoisting Israel's flag



THE LAST BRITISH SOLDIER TO LEAVE PALESTINE PREPARES TO EMBARK AT HAIFA DOCKS: *Left*—General MacMillan talking with a United Nations official before going aboard the barge which took him out to the British cruiser "Phœbe." *Right*—The General talking with Randolph Roberts, the United States Vice-Consul, and Aubrey Lippincott, the United States Consul in Haifa. Before his departure, General MacMillan received a message from the Secretary of State for War, thanking the officers and men for the fine work they had done in Palestine, and expressing his admiration for their good sense, steadiness and courage

THE RUSSIANS WITHDRAW FROM THE KOMMANDATURA

And Other Aspects of the Week of Crisis in Germany

HAULING DOWN THE SOVIET FLAG IN FRONT OF THE ALLIED KOMMANDATURA, BERLIN : By this symbolic act the Russians withdrew from the Allied body which, since the joint occupation of the city began in July, 1945, has supervised the municipal administration of Berlin. Colonel Kalinin, who in making the announcement declared "the Allied Kommandatura no longer exists," gave two reasons for the withdrawal, one of which was the introduction of the new Western currency into Berlin. The Soviet technical employees are remaining at the Kommandatura only long enough to clear up the archives

FOR THE LAST TIME : Soviet, British, American and French soldiers leaving the Kommandatura Building, Berlin, with their flags. On the following day the Russian flag was withdrawn, and the Kommandatura ceased to function as the centre of Four-Power administration. The closing down of the Kommandatura makes very little real difference to Berlin, as the whole organisation has been progressively paralysed as the split between East and West has widened over the larger matter of the future of Germany

By cutting off communications in Berlin, rendering it necessary for the British, American and French sectors to be supplied by air, the Russians dealt a blow at Western Allied status in Berlin, but did nothing that was not capable of being corrected by negotiation on the spot. By withdrawing from the Kommandatura, the administrative council of Berlin, they brought the whole affair on to a higher and infinitely more serious level; in fact, right into the realm of international politics. This was a new phase in the Russian plan to challenge the presence of the Western Powers in Berlin, and last week-end it was apparent the tension was mounting rapidly. The latest approach by the Western Powers showed no signs of succeeding, and the Berliners saw for themselves how the British and American effort at air supply increased almost hourly, testimony to our determination to stand firm. Last Monday morning the blockade was still operating

THE MAN WHO HALTED BERLIN'S SUPPLIES : General Kwaschnin, Chief of Transport, Soviet Military Administration, talking with a German workman during his visit to the railway repair factory at Magdeburg. It was near Magdeburg that the Russians began the railway repair operations which finally halted all rail traffic to Berlin

AT THE DISPATCHING END OF THE SUPPLY LINE TO BERLIN : General Sir Brian Robertson (left), the British Military Governor in Germany, with Lord Henderson, additional Parliamentary Under-Secretary, the Foreign Office, during the latter's visit to Wunstorf, the airfield west of Hanover, which has been transformed into the main base from which an unending stream of aircraft has been supplying Berlin. Sir Brian and Lord Henderson visited the hangars packed with foodstuffs

THE WESTERN POWERS AUTHORISE GERMANY TO CONVENE AN ASSEMBLY—GENERAL SIR BRIAN ROBERTSON, THE BRITISH MILITARY GOVERNOR, PRESIDING AT THE RECENT MEETING AT FRANKFURT WHICH WAS ATTENDED BY THE ELEVEN MINISTER PRESIDENTS OF THE WEST GERMAN STATES : Sir Brian is seated between Mr. C. E. Steel and Sir Cecil Weir. On the extreme right is Lieut.-General Sir Gordon Macready. The Allied proposals for a West German State, for the convening of a Frankfurt Parliament, and for a wide increase in German internal authority have not met with a very ready acceptance from the Germans, and it is doubtful if Germany at present possesses leaders of the calibre to undertake such responsibility, so great has been the upheaval since the collapse of the Nazi regime. Dr. Hans Erhardt, the Bavarian Premier, who recently offered himself as a champion of any measure increasing German authority, now declares that the time for such developments is not yet ripe. The Germans have been given until September 1 to convene their Western Parliament at Frankfurt

THE CONCERT OF WARSAW

The Momentous Meeting of the Foreign Ministers of Eastern Europe

SEVEN OF THE EIGHT FOREIGN MINISTERS OF EASTERN EUROPE WHO FORGATHERED FOR THE CONFERENCE OF WARSAW: Left to right—Mr. Vassil Kolarov (Bulgaria), Mr. E. Molnar (Hungary), Mr. Molotov (U.S.S.R.), Mr. Modzelewski (Poland), Mrs. Anna Pauker (Rumania), Dr. Clementis (Czechoslovakia), and Mr. Stanoje Simicz (Yugoslavia). While in Warsaw the Ministers drew up a declaration on the London proposals for a provisional government of Western Germany and international control of the Ruhr. This declaration accused the Western Allies of violating the Potsdam Agreement and of liquidating the four-Power mechanism for the control of Germany. The Conference declared its intention at all costs of protecting the interests of the Slav bloc and there were dark hints of strong action in the future

Not until the Warsaw Conference, with all that it implied regarding Eastern European solidarity, was over, did the world hear the news that Yugoslavia was to be expelled from the Cominform for "crimes against Communism." This was the first rift in the post-war Eastern partnership, and naturally the news of it robbed the words Slav bloc, so freely used at Warsaw, of some of their obvious menace. Even so, the Warsaw Conference was a direct challenge to the West, and a clear indication that Russia was bent upon the project of setting up an East German State, the *raison d'être* being the determination to forestall any possible chance of German aggression.

CZECHOSLOVAKIA'S FOREIGN MINISTER ARRIVES FOR THE CONFERENCE: Dr. Clementis (centre) in conversation with Mr. Modzelewski, Poland's Foreign Minister, on arrival at Okecie airfield, following his journey from Prague

THE BIG MAN ARRIVES: Mr. Molotov, the Soviet Foreign Secretary, greeted at Okecie airport by the heads of the Polish Government. On the left are the Polish Foreign Minister, Mr. Modzelewski, and the Polish Premier, Mr. Jozef Cyrankiewicz. On Mr. Molotov's left hand are Mr. Victor Lebediev, the Soviet Ambassador in Poland, and Marshal Rola-Zymierski, the Polish Minister of National Defence. While in Warsaw, Mr. Molotov delivered a message to the Polish nation declaring that the Poles were right in believing that their alliance with the Soviet was the best guarantee of their independence

MRS. ANNA PAUKER, RUMANIA'S FOREIGN MINISTER, A FORCEFUL FIGURE AT THE CONFERENCE: Mrs. Pauker arrived by air at the Okecie airfield and was welcomed by Mr. Modzelewski, the Polish Foreign Minister. It was after Miss Pauker's appointment as Rumania's Foreign Minister that the Hohenzollern dynasty in Rumania was doomed

RUSSIA AND HER SATELLITES AT THE ROUND TABLE: An overhead view of the scene during the Warsaw Conference. Mr. Molotov can be seen on the left, and in the foreground (back to the camera) is the figure of Mrs. Anna Pauker. The propaganda value of the Conference was not the least of the purposes for which it was called, and the Slav bloc no doubt felt that in demanding the departure of foreign troops, it was making an irresistible appeal to German feeling

MEMBERS OF THE SOCIAL DEMOCRATIC PARTY FORGATHER IN BERLIN TO PROTEST AGAINST THE LATEST RUSSIAN RESTRICTIONS : A view of the great crowd as it approached the football field in the French sector of the city to hear Franz Neumann, Chairman of the Social Democratic Party, denounce the Soviet authorities for "attempting to break the will of the people by ordering electricity cuts and by total stoppage of supply trains from the west"

THE BERLIN CRISIS and the NEW DEUTSCHEMARK

Currency Reforms Contribute to the Chaos in the Four Sectors of the Capital

The British Military Governor in Germany, General Sir Brian Robertson, declared in Hamburg last week that if the Russians persisted in their blockade of Berlin it would constitute "an act of ruthless inhumanity unparalleled in the history of the world." Sir Brian, who stated that 2,000,000 Germans were threatened with starvation, clearly showed what the results of Russian pressure have been in Berlin, a pressure that has mounted steadily with the months and would appear to have been designed to make life in Berlin untenable for the Western Powers. It reached its climax at the end of June with the closing of the rail supply route, thus making it necessary for the Western Powers to attempt to feed Berlin by air. The question of the new currency reforms has particularly upset Berliners, who recognise that the issue of the Western mark in the city was only carried out when the Soviet commander claimed power to issue currency for the whole of Berlin, and would have no part in a Four-Power issue of paper money. The issue of the new Deutschemark (ten old for one new) will no doubt lead to a widespread readjustment of prices, and this may force stocks of retail goods into the open

ANOTHER ROUND-UP IN THE "BLACK" : Police forming a cordon in the United States sector of Berlin as their colleagues made a raid on an illegal bourse, where new currency was being exchanged against goods at high rates of commission. Under the new laws enormous sums of old marks held in the Black Market will now become worthless. In general, all unpaid debts, including investments and insurance, are now written down at the rate of 10 to 1

MAX REIMANN DENOUNCES THE NEW MONEY REFORMS IN THE WESTERN ZONES : The Chairman of the Communist Party of West Germany speaking at Frankfurt, where he bitterly attacked the money and tax reforms lately introduced by the British, American and French Military Governors

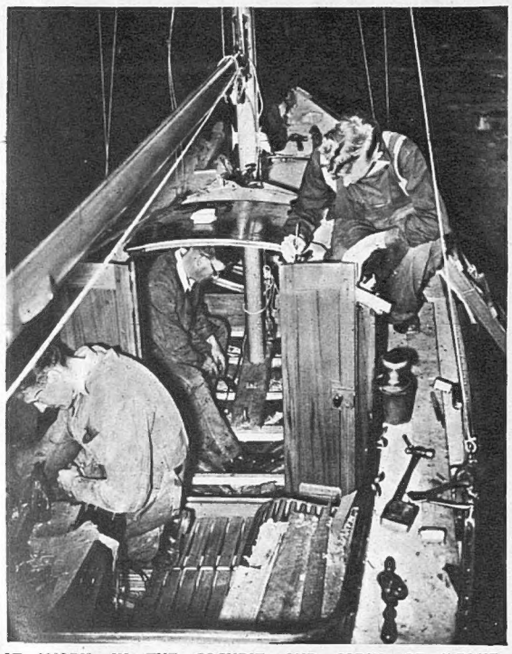
BERLIN'S EMERGENCY FOOD ARRIVES BY AIR—PART OF THE FLEET OF C 47's ON THE FRANKFURT-BERLIN RUN BEING UNLOADED AT TEMPELHOF AIRFIELD : This effort to supply the Western sectors of Berlin by air followed immediately upon the closing of rail traffic from Helmstedt, the route by which the Western Powers have supplied the population in the past. General Clay ordered 100 transports on to the Berlin run, but he indicated last week that supply by air was quite out of the question "as a long-term policy." On the first day of supplying Berlin more than 100 aircraft arrived at the Tempelhof, of which the R.A.F. flew in thirteen. It was a bad day for the inauguration of the service, pilots having to fly through pelting rain on the last part of the journey

A DIFFICULT TASK FOR FRAU LUISE SCHROEDER : The acting woman Mayor of Berlin addressing a crowded gathering at the City Hall (in the Russian sector) when she advised mayors in the Western sectors to abide by the currency edicts

MILITARY POLICE POUNCE ON THE BLACK MARKETEERS : About to disperse money changers on an illegal exchange in the British sector of Berlin. On this exchange twenty cigarettes were being offered for twenty West marks

"BLUEBOTTLE" IS READY FOR THE SEA

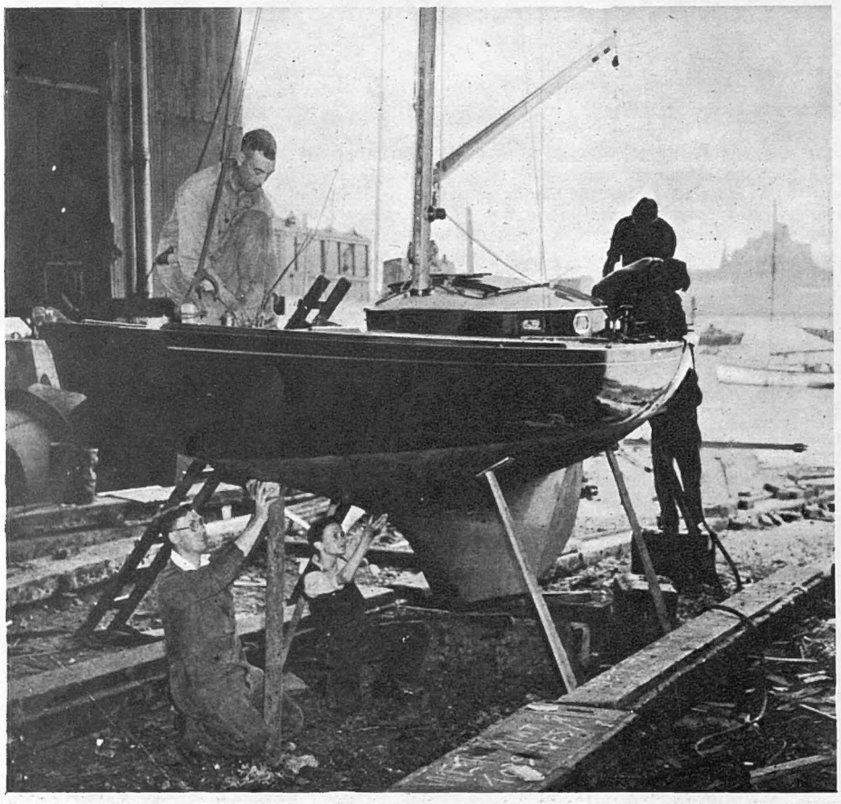
The New Royal Yacht, a Wedding Gift to Princess Elizabeth and the Duke of Edinburgh, is Fitted Out at Gosport



AT WORK IN THE COCKPIT AND CABIN OF "BLUEBOTTLE": Men engaged at Camper and Nicholson's Yard, Gosport, in fitting out the new Dragon-class yacht which has been presented to Princess Elizabeth and the Duke of Edinburgh as a gift from the Island Sailing Club (Isle of Wight). The yacht is of a type selected for the Olympic Games

The acceptance by Princess Elizabeth and the Duke of Edinburgh of the Island Sailing Club's munificent gift has given great encouragement to followers of yachting, and it is, of course, an indication of the trend of the times. The day of the big J-class yachts may not be over, but it is doubtful if the expensive giants of yachting will ever again dominate the sport. The fact that Princess Elizabeth and the Duke of Edinburgh intend to race in *Bluebottle*, whenever their duties permit, will also cause general satisfaction. The *Bluebottle* will fly the Island Sailing Club burgee, the Commodore's flag of the Household Brigade Yacht Club, and the burgees of the Royal Yacht Squadron and the Royal Thames Yacht Club. The tiller, presented by the Royal Naval Dockyard, Chatham, is in ash, carved with Princess Elizabeth's coat of arms

INSTALLING DECK FITTINGS OF THE NEW ROYAL YACHT: The Dragon class is of Norwegian design with an overall length of 29 ft. 2 ins. and a sail area of 20 square metres. The yachts are specially intended as inexpensive racing craft, and cost in the region of £1,000 to build. The main timbers are of oak



ON THE STOCKS AT CAMPER AND NICHOLSON'S, GOSPORT—TWO MORE VIEWS OF THE ROYAL YACHT AS SHE NEARED COMPLETION: The new yacht, unlike some of the Dragons, has a single cockpit with a seat each side. Couches are also fitted farther forward, under shelter, on the port and starboard sides. Since Dragon-class yachts normally carry a crew of three, it is to be expected that the Royal couple, when racing, will be working members of the crew

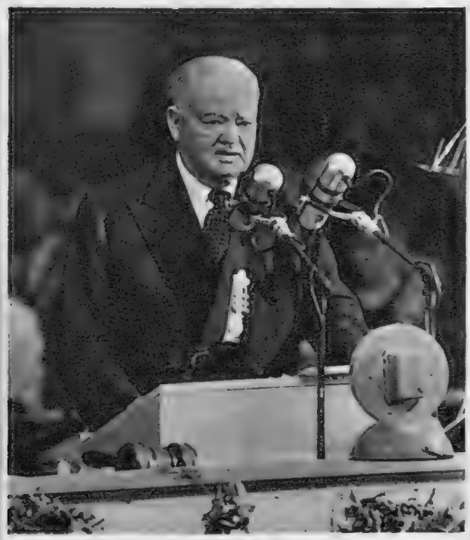
DEWEY RUNS FOR PRESIDENT

The Climax of the Republican National Convention at Philadelphia

THOMAS DEWEY AND HIS WIFE ACCLAIMED BY THE NATIONAL REPUBLICAN CONVENTION AT PHILADELPHIA: The Governor of New York acknowledging the cheers after he had received the nomination of his party to run for President in the November elections. Dewey was defeated by Franklin Roosevelt in 1944 and now gets a second and much better chance of entering the White House. It is rare in American politics for any defeated candidate to get a second chance in the Presidential Election, but in the view of the party Mr. Dewey is clearly the obvious choice to beat President Truman, having a fine record as an administrator

THE MAN WHO NEARLY SET THE PRAIRIES ON FIRE: Harold Stassen acknowledging the cheers of the delegates at the Convention. His likeness to General Eisenhower is marked

SHE TORE THE DEMOCRATIC PARTY INTO VERBAL SHREDS: Mrs. Clare Booth Luce, former United States Representative from Connecticut, addressing the second session of the Republican Convention when she attacked President Truman and his party and declared: "Truman's time is short. His situation is hopeless. He's a gone goose. But before he goes we should admit that we owe him several debts of gratitude. We should be grateful to Truman that he tried to be Vice-President in 1944. If he had failed, our President to-day would be Henry Wallace. Yes, Providence wrote straight with crooked lines when it gave us a colourless Harry Truman"



AN ELDER STATESMAN OF THE REPUBLICAN PARTY: Herbert Hoover, President of the United States from 1928 to 1932, during the years of slump, addressing the delegates at Philadelphia, where he received a great ovation. Mr. Hoover delivered a solemn note of warning, urging that the Convention in these perilous times choose a candidate of truly international calibre

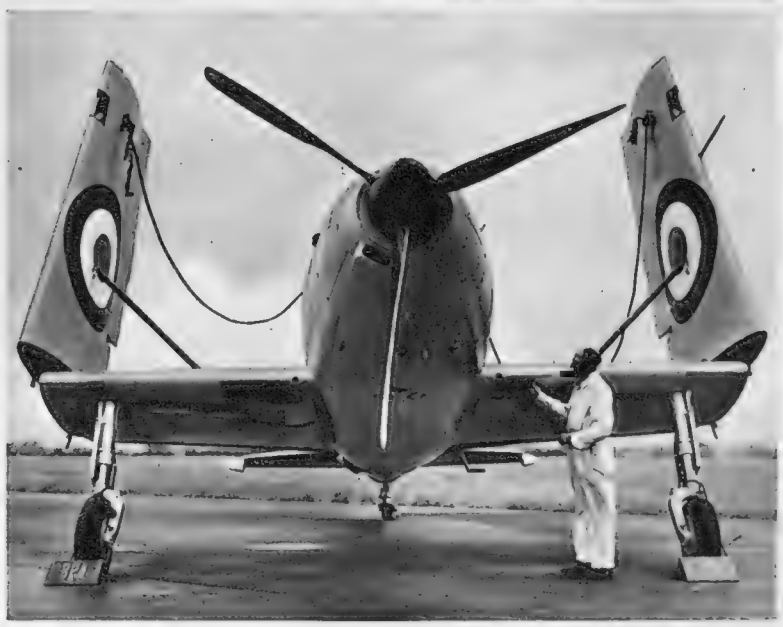
MR. DEWEY AND HIS RUNNING MATE, GOVERNOR EARL WARREN, OF CALIFORNIA: Governor Warren (left) accepted the nomination for Vice-President, and it is almost certain that California, his home State, will provide a substantial Republican majority in the elections

DEWEY WON BY BLITZ TACTICS: The New York, Rhode Island and Maryland delegates, all armed with Dewey banners and placards, parading round the Convention hall at Philadelphia in a giant demonstration in favour of New York's Governor. On the second ballot, Dewey was within thirty-three of the required votes, and after that the powerful forces supporting Taft, Stassen and Vandenberg conceded the victory

THE BALLIOL, THE VAMPIRE AND THE GYRODYNE MAKE AVIATION HISTORY

Three Vastly Different Types of Aircraft Which Have Been in the Headlines

THE FIRST AIRSCREW TURBINE TRAINER AIRCRAFT TO FLY IN ANY COUNTRY: The new Boulton Paul Balliol banking steeply during a trial run from Bitteswell Airfield, near Rugby, where it was demonstrated to representatives of the Air Ministry and of the Ministry of Supply. The machine was flown by Squadron-Leader W. Price Owen, an Armstrong Siddeley pilot, and showed fine handling qualities



THE BOULTON PAUL BALLIOL WITH WINGS FOLDED: The new airscrew turbine trainer as it would appear when lined up on the flight-deck of an aircraft-carrier. The Balliol is one of two types—the Avro Athena is the other—built to an Air Ministry specification for an advanced trainer for the R.A.F. This airscrew turbine aircraft helps to bridge the large gap between the slow "ab initio" trainer and the 600 m.p.h. jet-propelled fighter, which is becoming standard equipment in the R.A.F. Fighter Command. The Balliol is powered by a Mamba engine and has a top speed of over 300 m.p.h. There is side-by-side seating for instructor and pupil. The picture on the left clearly shows the large cockpit which makes this arrangement possible. The forerunner of the Balliol first made its appearance at Radlett last year; it was then known as the P108. Most of the details of the Balliol are secret, but it is known that it incorporates the windscreen filter system which, at the touch of a button, produces night-flying conditions during the day

BRITAIN'S RECORD-BREAKING HELICOPTER AT WHITE WALTHAM—THE FAIREY GYRODYNE WHICH HAS ACHIEVED AN INTERNATIONAL RECORD FOR ROTOR AIRCRAFT WITH AN AVERAGE SPEED OF 124.3 M.P.H. DURING FOUR LAPS OVER A MARKED COURSE: The Gyrodyne was flown by Squadron-Leader Basil Arkell, a Fairey test pilot, and on one run he reached a speed of 133 m.p.h. The pilot was not able to use full throttle because of a strong cross-wind

JETS TUNE UP FOR THEIR ATLANTIC CROSSING—THE SIX R.A.F. DE HAVILLAND VAMPIRES FLYING THROUGH LOW CLOUD OVER THEIR BASE AT ODIHAM, HANTS, BEFORE LEAVING FOR STORNOWAY, WHERE IT WAS ARRANGED THAT THEY SHOULD START THEIR ATLANTIC FLIGHT: They will visit Canada and the United States, reaching the American Continent via Iceland and Greenland. The Vampires are of standard type and will be flying with normal tanks

At the time of writing six R.A.F. Vampires are on the verge of departure for the American Continent, and the United States Air Force is planning to send Lockheed F80 Shooting Stars to Europe as reinforcement units for Germany. The first to cross will be the first jet-propelled aircraft to make the Atlantic journey. The route chosen for the Vampires is Stornoway (Scotland), Greenland, Labrador and Dorval, Montreal. Thereafter they will fly to Toronto and New York City, and then to South Carolina, where they will take part in air-support and air-interception exercises with the United States Ninth Tactical Air Force. They will return to New York for the International Air Exposition in August

THE GYRODYNE COMES IN TO LAND AT WHITE WALTHAM: The rotating-wing aircraft which broke the world's speed record last week for aircraft of this type. The highest unofficial helicopter speed was formerly claimed by the American Sikorsky S51 at 114.6 m.p.h. and the official record was 76.7 m.p.h., established by a German F.W.61 over a distance of 12½ miles. The Gyrodyne, unlike other helicopters, uses the rotor only to sustain height. Forward speed in this machine is obtained by a propeller fitted at the top of the short starboard wing

CHECKING THE BAROGRAPH READINGS AFTER THE HELICOPTER RETURNED TO EARTH: Major Mayo (Royal Aero Club steward, right), Colonel Preston (Secretary-General of the Royal Aero Club) and Squadron-Leader Arkell (left), the Gyrodyne's pilot, at White Waltham Aerodrome, near Maidenhead, following the successful attack on the helicopter speed record. Fairey's new Gyrodyne, an unconventional rotor aircraft, combines features of the helicopter and the autogiro. It was started early in 1946 and flew for the first time at the end of last year. It is powered by an Alvis Leonides engine of 500 h.p. The Gyrodyne's successful attempt on the record was made under International Aeronautical Federation conditions, with representatives of the Royal Aero Club acting as timekeepers and official observers. The machine flew over a marked course of three kilometres over the straight stretch of railway line which adjoins White Waltham airfield, near Maidenhead

A FOREIGN NEWS SURVEY

AMERICAN OCEANOGRAPHERS PLUMB THE OCEAN DEPTHS WITH A NEW AND POWERFUL SUBMARINE CAMERA: This picture of a sea spider was taken on the ocean floor at a depth of 5,580 ft. by scientists of Woods Hole Oceanographic Institution of Massachusetts. The camera was lowered from the deck of the research vessel "Atlantis." The cloud at the left was caused by sediment as the camera came to rest

RETRIEVING THE SUBMARINE CAMERA: Scientists of the Woods Hole Oceanographic Institution bringing their equipment to the surface after it had made a descent to the ocean-bed more than a mile below the surface. Mr. D. M. Owen (wearing dark cap) is unscrewing a small tube mounted below the camera and used for the purpose of catching sediment for scientific analysis. The camera is two-thirds of the way up the pole, and at the summit is a sail which steadies the camera when under water. This is the greatest depth at which pictures have ever been taken by this particular method. A flashlight system is employed in order to illuminate the depths

MALTA PRAYS FOR SOVIET RUSSIA'S CONVERSION: Our Lady of Fatima is borne through the streets of Sliema during the recent fortnight of prayer and intercession on the island when the people of the parishes of St. Gregory and Stella Maris called upon Our Lady of Fatima to help in the establishment of peace and in the conversion of Russia. Malta has taken a deep interest in Our Lady of Fatima, and the story of the vision, which occurred to three Portuguese in 1917, is regarded as one of the modern miracles of the Roman Catholic Church. In December 1946, when the figure of Our Lady of Fatima was carried from Fatima to Lisbon, there were fervent scenes along the processional route. As the procession passed through one of the towns it was recorded that three white doves suddenly flew down from the sky and settled at the feet of Our Lady, remaining there until the end of the journey

FRANCE'S FOREIGN MINISTER SIGNS THE FRANCO-AMERICAN BILATERAL AGREEMENT: M. Georges Bidault, watched by Mr. Averell Harriman (centre, standing), the Ambassador-at-Large for E.C.A., and Mr. Jefferson Caffary (right), the United States Ambassador to France, as he put his signature to the document defining the conditions on which Marshall Aid shall be supplied to France. The agreement was signed at the Quai d'Orsay. From the outset the Communists were expected to bring all the force of their fire against it. Two clauses in the first draft of the agreement had to be modified as they were unacceptable. One of them would have given the United States Government power to enforce devaluation of a European national currency

M. PIERRE CULIOLI HAS BEEN IN TROUBLE : Here he is giving testimony before a Paris military court, where it was revealed that he had delayed the Allied D-Day landings in Normandy by several months. It appears that during the war Culioli was an active member of the French Intelligence Service, and that while on the way to Paris to meet leaders of the Resistance movement he was arrested by the German secret police. To save himself, it is alleged that he gave away vital military secrets

THE SON OF " THE FÜHRER " : Major-General Vassily Stalin, son of Generalissimo Stalin, is seen at the controls of his plane while in command of the Air Section of the Soviet May Day Parade in Moscow's Red Square. The younger Stalin is in his late twenties. This picture has received wide publicity in Russia

A FORMER VICHY AMBASSADOR TO THE HOLY SEE IS GRANTED PERMISSION TO RETURN TO FRANCE : Leon Berard, seen with his wife, Lame de Souhy, and daughter, Marguerite, when they paid a farewell visit to Pope Pius XII before leaving the Vatican. The French Government had only just previously granted Berard permission to return to France. Since he ceased to be the Vichy Ambassador M. Berard has been the guest of the Vatican

POLICE PREVENT SUGAR ESTATE STRIKERS FROM GATHERING AT A FUNERAL IN GEORGETOWN, BRITISH GUIANA : The scene at La Repentir Cemetery when 7,000 strikers attempted to attend the burial of two of their fellows who were killed by the police during a riot on the previous evening. Sir Charles Woolley, the Governor, had already issued a proclamation banning assemblies and the carrying of weapons within a five-mile radius of Georgetown. The riots took place on the Enmore Sugar Estate compound. Factories were attacked and plantations set ablaze

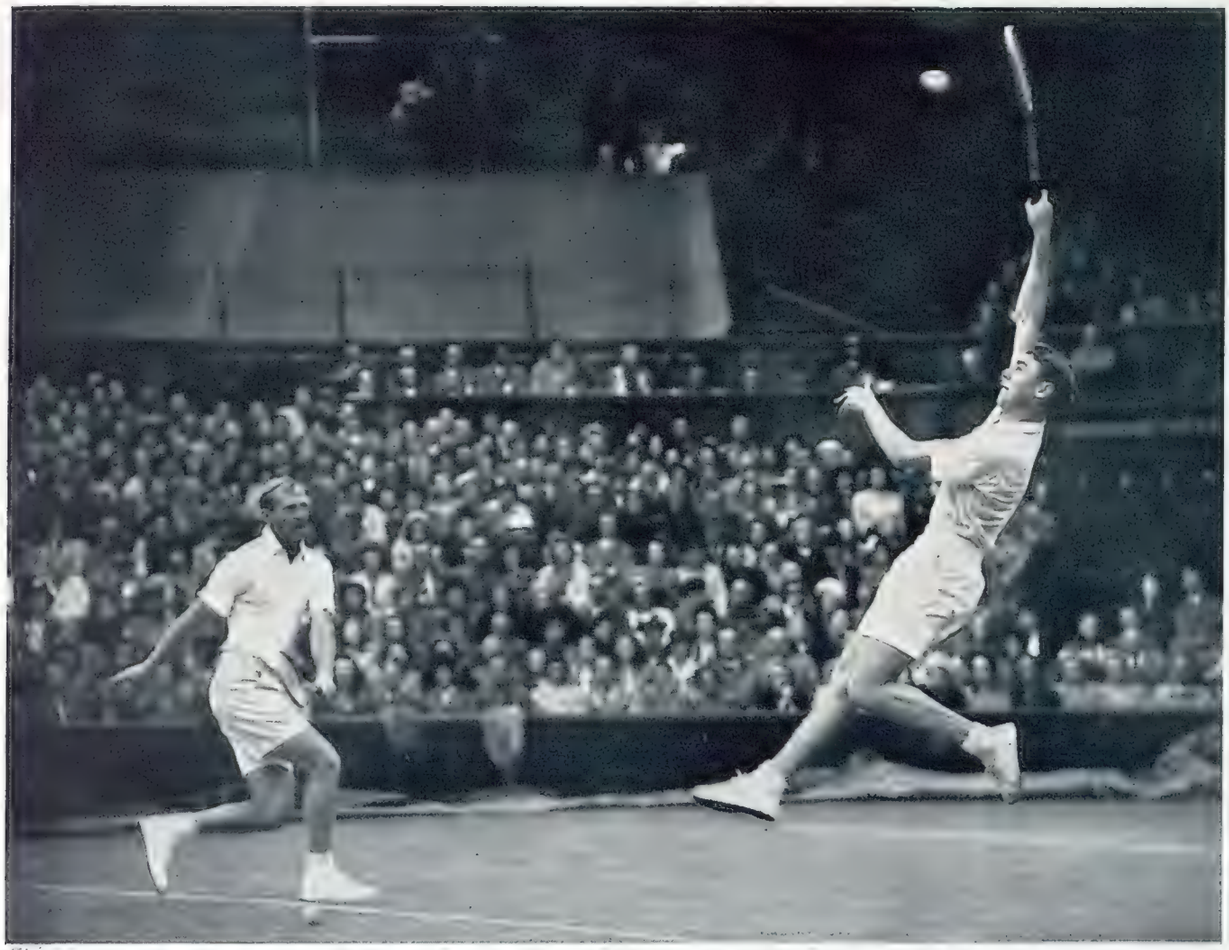
LABOUR LEADERS HEAD THE DEMONSTRATORS AT THE GEORGETOWN FUNERAL : The sugar estate workers were led by Daniel P. Debedin (on right, with camera). Other labour leaders included Jenarine Singh (on Debedin's right) and C. R. Jacob, who is seen on the left in the picture behind the boy wearing white shorts. The labourers, who came to demonstrate at the burial of their two associates, killed by police during the riots, carried gongs

EIRE SIGNS ON THE DOTTED LINE : Mr. Sean Macbride, the Eire Minister for External Affairs, putting his signature to the Marshall Aid Bilateral Agreement in Dublin. Seated beside him is Mr. George Garrett, the United States Minister to Eire. The draft convention between Eire and the United States had previously been signed in Paris. After its signature the bilateral agreement had to come before the Eire Parliament for ratification, but there was every reason to anticipate that it would be passed at once by the deputies

ANGLO-ITALIAN AIR ACCORD : Intensifying and improving aerial traffic between the two countries. The Anglo-Italian air transport agreement was signed at the Foreign Office in Rome by Sir Victor Mallet (left, centre) and Count Sforza (right, centre). It provides for an exchange of rights and permits British air lines to call at points in Italy on their way to the Commonwealth, the Far East, the Middle East, Greece and Turkey, and Italian air lines to call at points in British territory on their way to America and North and South Africa. Reciprocal air services between the United Kingdom and Italy are also covered

WIMBLEDON'S HECTIC CLIMAX

Falkenburg Narrowly Defeats Bromwich in a Match of Thrills

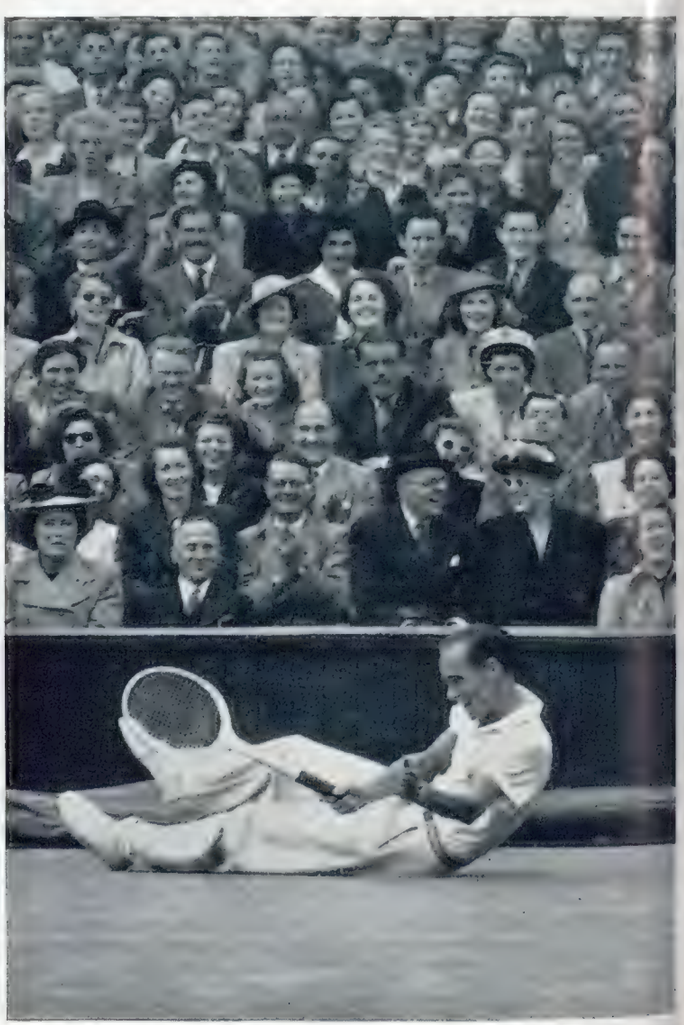


THE WINNERS OF THE MEN'S DOUBLES, WHO PROVIDED SOME OF THE BRIGHTEST ENTERTAINMENT IN THE WIMBLEDON OF 1948: Frank Sedgman, seen going back to volley, and John Bromwich in action in their match against Falkenburg and Parker in the semi-finals. On the last day the Australian pair went on to defeat two more Americans in Brown and Mulloy, and to capture the title held in 1947 by Falkenburg and Kramer. The failure of Bromwich to win the singles after getting to match point provided a dramatic climax to the tournament

The Wimbledon of 1948 was saved from being an all-American affair by the brilliant Men's Doubles partnership of Bromwich and Sedgman, and this match beyond all doubt produced the best tennis of a hectic tournament. The Men's Singles final, between the Australian John Bromwich and the twenty-three-year-old American Bob Falkenburg, was no epic struggle, but it was thrilling enough, especially in the final set, when Bromwich, with match points, let the championship slip through his fingers. As for Falkenburg's stalling, it was unworthy of a Wimbledon champion and not in the great tradition of American tennis. He has the makings of being a fine player, however, and his dynamic service was probably the deciding factor against the Australian's rather weak service. Miss Brough, with three championships to her credit, was outstanding, but much sympathy must go to Doris Hart, a greatly improved player and obviously a champion of the future.

THE WIMBLEDON CHAMPION OF 1948: Bob "Fidgety" Falkenburg kneeling on Wimbledon's Centre Court when taking one of his self-imposed rests in his semi-final match against Mulloy. Falkenburg, twenty-two-year-old ex-actor from Hollywood, defeated John Bromwich of Australia in five sets in the final. Whenever he missed shots he did his "praying act"

THE CHAMPION RISES AFTER ANOTHER SPELL ON THE GROUND: Bob Falkenburg, whose antics won him the nickname of "Fidgety" Falkenburg. He is well-to-do and has no idea of turning professional. He is married to Lourdes Machado, a Brazilian heiress, and has a son



ASBOTH DOES A TUMBLING ACT DURING HIS MATCH WITH BROMWICH The Hungarian was beaten in three straight sets, one of them going to 14—12, in a match of long and persevering rallies. Asboth's measured variety in length and pace make him a difficult man to beat, and on Europe's hard courts he is supreme at the present moment. The way his passing shots continually beat the volleyer is quite a lesson in lawn-tennis technique

THE TRIPLE TRIUMPH OF MISS LOUISE BROUGH : The new Women's Singles Champion, who defeated Miss Doris Hart in last Saturday's final, and then went on to win the Doubles with Mrs. du Pont, and the Mixed Doubles with John Bromwich, of Australia. Against Miss Hart, Miss Brough set a hot pace from the start, and displayed every stroke to perfection and every quality required by a champion. Miss Brough now holds the singles championships of both the United States of America and Great Britain

THE TRIPLE DEFEAT OF MISS DORIS HART : Miss Hart, who lost last year to Margaret Osborne, failed in straight sets before the onslaught of Miss Brough last Saturday, but she played a great game. Partnered by Mrs. Todd, Miss Hart was also narrowly defeated in the final of the Women's Doubles, and in the Mixed Doubles she partnered the young Australian, Sedgman, only to meet with another reverse at the hands of John Bromwich and the redoubtable Miss Brough

AN ACCIDENT PUTS AN END TO THE HOPES OF MISS S. FRY : Miss Fry receiving attention after she fell in her match against Miss Brough, suffering from an ankle injury. At that time Miss Fry was being led 3—1, and there was every prospect of a good match. Miss Fry has an impressive forehand drive

MRS. DU PONT (THE MISS OSBORNE OF 1947 AND WIMBLEDON'S TITLE HOLDER) IN ACTION AGAINST MISS HART : This year Miss Hart, in the semi-finals, avenged the defeat she sustained in last year's final, winning 6—4, 2—6, 6—3. Mrs. Du Pont's attack off the ground has deteriorated

Churchmen from the Four Corners of the World Attend THE INAUGURAL SERVICE of the LAMBETH CONFERENCE at CANTERBURY CATHEDRAL

IN ENGLAND AS GUESTS OF DR. FISHER—EUROPEAN CHURCHMEN AFTER THE INAUGURAL SERVICE IN THE CATHEDRAL : These representatives of Orthodox, Old Catholic and Scandinavian Churches came to England, at the invitation of the Primate, to take part in the opening services of the 1948 Lambeth Conference. The group in this picture includes visitors from Greece, Sweden, Finland, Iceland and Holland. In the centre is Dr. Fisher

BROTHERS MEET AT CANTERBURY : The Bishop of Natal, Dr. L. N. Fisher (left) and the Archbishop of Canterbury, Dr. G. F. Fisher. After the sudden death in London of the Archbishop of Capetown, the Bishop of Natal was appointed to take temporary charge of that Province

BISHOPS OF THE ANGLICAN COMMUNION FROM EVERY CORNER OF THE WORLD GO IN PROCESSION TO CANTERBURY CATHEDRAL : Banners of each geographical group were carried in front of the respective Bishops. The groups seen here are, China leading ; the West Indies, and South Africa. There were nineteen geographical groups, the Primates and Metropolitans forming the last one. After another service in St. Paul's Cathedral, last Sunday, the Conference was due to sit in full session from Monday to yesterday. The next three weeks will be spent in committee, and the Conference will end on August 8 after another period in full session

"MY VERY DEAR BROTHERS IN THE LORD, ARCHBISHOPS AND BISHOPS OF THE HOLY CATHOLIC CHURCH"—THE SCENE IN CANTERBURY CATHEDRAL AS HIS GRACE THE LORD ARCHBISHOP OF CANTERBURY, THE MOST REVD. GEOFFREY FRANCIS FISHER, ADDRESSED THE BISHOPS AT THE INAUGURAL SERVICE OF THE EIGHTH LAMBETH CONFERENCE: Seated in front of the High Altar, in the Chair of St. Augustine, the Archbishop spoke to over 300 Archbishops and Bishops of the Anglican Communion who are now in conference at Lambeth Palace, which has been partly restored from its blitzed condition for the occasion. The conference was last held in 1930

On July 1, the 97th Archbishop of Canterbury, Dr. G. F. Fisher, inaugurated the Eighth Lambeth Conference with a service in Canterbury Cathedral, the Mother Church of the Anglican Communion. The Archbishops and Bishops walked in procession to the Cathedral for the service. They were joined by representatives of the Orthodox, Old Catholic and Scandinavian Churches. Every Lambeth Conference, except the first, which was held in 1867, has opened with a service at Canterbury. It was fitting enough that Dr. Fisher, as tradition has it, should have preached his address from the historic Chair of St. Augustine. At the beginning of his address, the Primate referred to the inspiration of the late William Temple, who was for so short a time his predecessor. He recalled how, within two years, Archbishop Temple was Enthroned and then mourned after his death. Dr. Fisher later said that he did not forget that "our Communion" was no longer English or British or Anglo-Saxon. It included Churches of many other races and tongues in every continent, but was still called the Anglican, the English, Communion; and though the word was no longer altogether appropriate for the autonomous Churches, it bore witness to a truth of the past and to a truth of the present. "Every one of the Churches here represented," he said, "traces its ancestry back to the Church of these islands and so to Canterbury and to St. Augustine"

A CROWDED WEEK OF SPORT

The Fight for the Thames Challenge Cup and the Diamonds at Henley : The Australians go from Strength to Strength : The Olympic Village

A CLEAR-CUT VICTORY IN THE THAMES CHALLENGE CUP ON HENLEY'S OPENING DAY : Downing College, Cambridge (nearest camera), being defeated by two lengths by Trinity, Oxford, in the good time of 7 mins. 9 secs. The weather was cold and overcast, with a following wind favourable for fast times. Last Saturday the final was won by Princeton University (U.S.A.) who beat R.A.F. by 2¾ lengths in 7 mins. 20 secs.

NO ATTENDANCE RECORDS WERE BROKEN ON HENLEY'S OPENING DAY : A glimpse of the modest but enthusiastic crowd which watched the early duels in the Thames Cup. Here Imperial are beating Quintin by one length in a slowly-rowed race, returning a time of 7 mins. 29 secs. It was not by any means the slowest time in a day of extremely patchy racing and of very few close finishes

FOLLOWING A CONVINCING VICTORY IN THE DIAMOND SCULLS : M. T. Wood, of the New South Wales Police Rowing Club, being congratulated by B. Piessens (Belgium) after the former had won the heat in 8 mins. 22 secs. On the next day Wood achieved an even faster time in accounting for Rowe, of Leander. Wood's experience and strength gave him an easy win against Bushnell in the final

ARMS AND THE MEN : W. C. Ollett, of Belgium (left), congratulated by J. A. R. Hanna, of Trinity College, Dublin, after he had won by 1½ lengths in Heat 2 of the Diamond s

THE END OF THE SECOND TEST MATCH—A DASH FOR THE STUMPS, THE BAILS AND THE BALL AFTER AUSTRALIA HAD SCORED AN EASY VICTORY : In the foreground on the left Ernie Toshack, whose accurate bowling has been one of the features of the tour, is seen making off with a stump under one arm, while Barnes (left) is about to secure the other two. At the far end are Evans, Hassett, Miller, Brown, Morris and Tallon all waging a battle for trophies

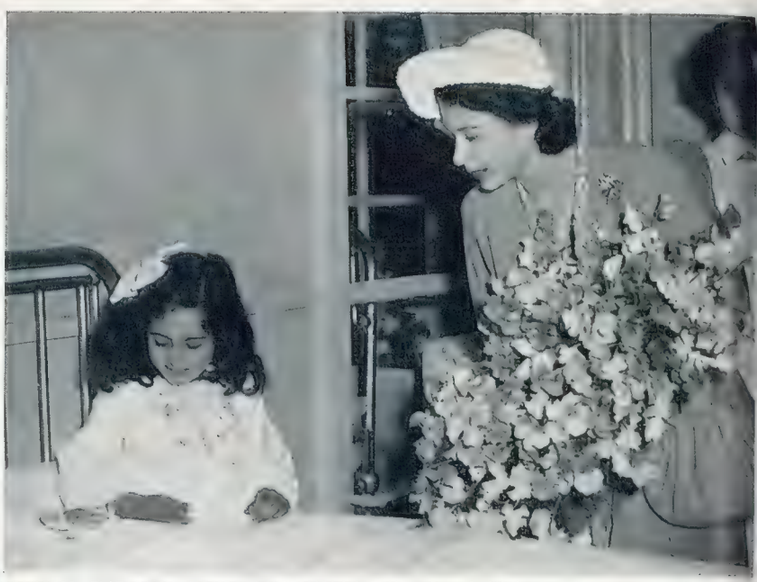
SAM LOXTON MAKES THEM BUMP : Australia's fast-medium bowler is seen (*left*) during a hectic spell against Surrey, when some of his deliveries rose head-high. Fishlock was hit on the head, and the picture *on the right* shows him dropping to the ground after the delivery. Loxton's agonised expression evidences his concern for the Surrey batsman. Loxton, in addition to his bowling ability, can be very effective with the bat, and he fields spectacularly when close in

FISHLOCK FALLS TO HAMENCE : After surviving the bumpers of Sam Loxton, Surrey's No. 1 was caught by McCool off Hamence's bowling. McCool (centre) was one of the successes of the last England tour of Australia, but he does not really seem to have found his true form either with bat or ball during the present season. McCool is a leg-spin bowler

PRELUDE TO THE OLYMPIAD : Lord Burghley, chairman of the Olympic Games Committee and one of the greatest hurdlers of modern times, speaking at the opening of the Richmond Olympic Centre in Richmond Park. The centre will accommodate a large proportion of the athletes who will compete at Wembley, and the camp has been specially designed to meet their needs. It stands on the highest point of the Park. Together with team managers, trainers and domestic staff, the camp's population will be 1,700. It was formerly an Army convalescent centre. There are other Olympic villages at Uxbridge and West Drayton

THE OLYMPIC FLAG ABOVE THE OLYMPIC CENTRE, RICHMOND PARK : The five-ringed flag floating over the camp following Lord Burghley's inauguration

THE LAST PUBLIC ENGAGEMENT THAT PRINCESS ELIZABETH PLANS TO ATTEND FOR SOME TIME: Her Royal Highness at the opening of the Banstead Wood branch of Queen Elizabeth's Hospital for Children. Her Majesty the Queen laid the foundation-stone of this hospital in Surrey about twelve years ago



PRINCESS ELIZABETH TOURS THE WARDS: Her Royal Highness in conversation with seven-year-old Patricia Remington during her visit to the Banstead Wood branch of Queen Elizabeth's Hospital for Children. The hospital has now been taken over by the State, but Princess Elizabeth will remain its patron. Her last public engagement for the time being could not have been more admirably chosen, and there were many charming scenes as the Princess walked from cot to cot and from ward to ward

THE HOME NEWS IN PICTURES

THE KING'S COLOUR WHICH HIS MAJESTY THE KING HAS PRESENTED TO THE ROYAL AIR FORCE COLLEGE AT CRANWELL, LINCS.: Four girls are seen working on the colour as their task neared completion. The colour is of Air Force blue silk with a blue silver fringe and a silver wreath within the whole length of the border. In a white frame in the centre is the Cranwell crest bearing a likeness of Daedalus, the man who made the earliest recorded attempt at flight. The colour is 3 ft. 9 ins. square, and is borne on a staff surmounted by a crown

THEY QUEUED ALL NIGHT FOR THEIR SHARE OF FOREIGN EXCHANGE: A glimpse of the great throng which gathered in Lower Regent Street, London, for currency for a holiday in Switzerland. Some of them came with camp stools, hot flasks and picnic equipment, and their object was to be well in the forefront at the opening of the Swiss Bank Corporation. The would-be holiday-makers were aware that only a limited total quota of Swiss money is available each month, and hoped that by arriving personally at the offices they might fare better than those who applied by post

LONDON UNIVERSITY FOR THE FIRST TIME APPOINTS A WOMAN VICE-CHANCELLOR: Professor Lillian M. Penson at her desk, following the announcement of her appointment. She will not give up her post as Professor of Modern History in London (Bedford College). The Vice-Chancellor is an expert upon Colonial and Dominion affairs, and from 1943 to 1945 she was a member of the Commission on Higher Education in the Colonies. She has contributed to the "Cambridge History of the British Empire," and the "Cambridge History of India"

TWO HUNDRED AND FIFTY YEARS OF S.P.C.K.—OVERSEAS BISHOPS GO IN PROCESSION TO ST. PAUL'S CATHEDRAL FOR A SPECIAL THANKSGIVING SERVICE: On St. Peter's Day over 200 Archbishops and Bishops of the Anglican Communion, who have assembled in England for the Lambeth Conference, went in procession to London's Cathedral in order to give thanks for the work of the Society for Promoting Christian Knowledge during the past 250 years. The Bishops started out from the Goldsmiths' Hall with banners bearing the arms of each diocese, carried by servers, preceding each Bishop. At the foot of the steps leading up to the West Door of the Cathedral, each Bishop was joined by two chaplains. The Archbishop of Canterbury, Dr. Fisher, brought up the rear of the procession after he had bade farewell at Goldsmiths' Hall. The Bishop of London, Dr. Wand, greeted the procession as it arrived at the West Door. The standard of S.P.C.K. was carried through the Cathedral, at the head of the procession, to the Chancel. With the Bishops and their attendants, seated beneath the dome, the Archbishop of Nova Scotia and Primate of all Canada, Dr. G. F. Kingston, opened the Service and preached the sermon. Dr. Wand read the Gospel and Dr. Fisher gave the blessing

THE PRIMATE OF ALL ENGLAND AT THE REAR OF THE PROCESSION: Preceded by the banner bearing the arms of Canterbury and by the Primatial Cross, he walked to St. Paul's for the S.P.C.K. Service. Both Dr. Fisher and Dr. Wand were vested in cope and mitre

DIGNITARIES OF FOREIGN CHURCHES AT ST. PAUL'S FOR THE S.P.C.K. SERVICE: Representatives of the Eastern Orthodox and Scandinavian Churches, who were in England as guests of Dr. Fisher for the preliminary ceremonies of the Lambeth Conference, took part in a shorter procession before the arrival of the overseas Bishops

PRESENTING THE ISAAC DUCKETT CHARITY AT ST. ANDREW'S CHURCH, HOLBORN: The Rev. J. R. Howden handing £20 to Mrs. Adams, one of the twelve recipients of this early-seventeenth-century charity. The parish records show that in 1620 a sum of £400 was paid by Dr. Gregory Duckett, parson of St. Andrew's, with the direction that the income be distributed to "such poor maidservants as have truly well and honestly served and demeaned themselves." To qualify for the charity they must have lived five years and upwards with one master or mistress in the parish of St. Andrew's. St. Andrew's has many historic and literary associations. John Webster, the dramatist, author of *The Duchess of Malfi*, is said to have been parish clerk there at one period

A HAPPY ENDING TO A MIDDLE-EUROPEAN DRAMA WITH A RURITANIAN FLAVOUR: Colonel Victor Kruchina, ex-Deputy Chief of the Hungarian Military Police, walking with his radio-singer wife in London. During the war the Colonel was a leader of the Hungarian Resistance Movement. When the Russian occupation came he defied the Communists, and after evading an ambush laid for him by Soviet agents on the outskirts of Budapest, he escaped across the frontier into Austria. While in Austria his only link with his wife was hearing her voice on the radio, and messages which she relayed to him on the air. Later, friends helped her to escape from Hungary on foot

THE GLORY OF BATH—THE FAMED ROYAL CRESCENT, AN ELLIPSE CONTAINING THIRTY HOUSES OF THE IONIC ORDER, IS ONE OF THE MASTERPIECES OF JOHN WOOD, THE YOUNGER: The Crescent is in a reasonably good state of repair, having survived the ordeal of the blitz which swept away so much that was fine in the city. John Wood, the Younger (died 1782) was a son of "Wood of Bath," and he laid out many of the streets which were schemed by his father

PRESERVING THE HERITAGE OF BATH

Some of the Architectural Glories of the City, where Plans are on Foot to Complete the Work of Restoration

Bath, in common with Canterbury and Norwich, knew the fury of the Baedeker raids, those sudden assaults of the Luftwaffe against the rather slender defences of our cathedral cities. Bath has also suffered a large measure of unavoidable neglect during the war years. Much of the stonework has crumbled or has been disfigured by soot deposits and sulphur fumes, and there is, indeed, a whole lot of work confronting the city's would-be restorers. In May, the Georgian Group, at the invitation of Bath City Council, convened a three-day conference to discuss Bath's future, and the conference, acting with commendable speed, recommended the setting up of a statutory corporation with a board of management appointed to represent Bath City Council, the Georgian Group, Bath Preservation Trust, the National Trust, the Royal Institute of British Architects, the Ministry of Health, the Ministry of Town and Country Planning, the Ministry of Works and the Treasury. This Statutory Corporation will have powers of acquiring land, of repairing façades and structures generally to conform to a common plan, and of borrowing money from the Treasury. Its progress will be watched with critical interest. The pictures on these pages show Bath as it is to-day, including the Assembly Rooms, which suffered considerably in the blitz. The three major raids took place in April 1942, when more than 1,000 buildings were destroyed. A large proportion of these were modern dwellings and not associated with the Bath laid out and schemed by the Woods

THE REPAIR OF STRUCTURES AND FAÇADES IS A FIRST CONSIDERATION—A VIEW OF THE BEAUTIFUL CAMDEN CRESCENT, WHERE THERE IS A GREAT DEAL OF DEFECTIVE STONEWORK AND ALMOST THE ENTIRE BALUSTRADE IS MISSING: One of the main items on the agenda of the May Conference in Bath was to discuss this question of general repairs. Even before the war the majority of owners in the city only carried out sufficient repairs to make their properties wind and waterproof; architectural features such as cornices, columns, capitals and architraves to doors and windows were left to disintegrate

THE BLITZED ASSEMBLY ROOMS: at least in modified form in Wood, the Younger and included

ONE OF THE CREATIONS OF JOHN WOOD, THE YOUNGER: An exterior view of two houses in the Circus at Bath, showing the dilapidated character of the stonework. Some of the houses in the Circus are well preserved within, and during the Bath Conference delegates visited Nos. 17 and 18 to inspect an example of post-war horizontal conversion, into maisonettes

They were gutted by fire bombs in 1942, but it is hoped that they will be reconstituted accordance with the original plans. The Assembly Rooms were designed about 1771 by John a dignified Octagon Room, with a dome, a magnificent ball-room, a concert-room and a card-room

CAMDEN CRESCENT COMMANDS A FINE VIEW OF THE COUNTRYSIDE: An unusual feature of the Crescent is that the string course and cornice follow the ground-level and are not horizontal

SAID TO HAVE BEEN THE HOME OF "WOOD OF BATH": No. 41 Gay Street, it is believed, was occupied for a time by John Wood, the Elder. The exterior of the house is spoiled by the network of pipes, an example of plumbing which has no regard to the architectural plan and one that is all too frequent in Bath. The incised lettering of the street name, the work of a Georgian mason, is much to be admired, and an effort is being made to restore these signs throughout the city

NEW STONE IN THE PEDIMENT ABOVE NO. 2 QUEEN SQUARE: An example of how the modern mason can blend new and old

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THE HELICOPTER FOR THE BUSINESS MAN

Just What the New Aircraft May Achieve

By CHARLES GRAVES

THE success of the Fairey Gyrodyne in flying at an average speed of over 124 miles an hour last week is relatively one of the biggest advances in the history of aeronautics. The previous official record of a helicopter was only 76 miles an hour, held by a Focke-Wulfe 61; so that the Gyrodyne has nearly doubled the speed. It is true that a Sikorsky machine was supposed to have done 114 miles an hour last year, but this claim has never been checked nor substantiated.

This latest feat, following previous performances by orthodox helicopters, may usher in a new era in flying, although, according to the inventor of the Gyrodyne—Dr. J. A. J. Bennett—the helicopter is no more a rival of the orthodox aeroplane than the Oriental Express is the rival of a 10-h.p. car. Up to distances of 200 miles the aeroplane cannot compete economically with the helicopter, and *vice versa*. The British European Airways when investigating their losses last year came to the conclusion that it was uneconomical to operate journeys of less than 200 miles. This is where the helicopter should come in. Only its exceedingly slow speed until now has prevented it from becoming the flying crane and air-taxi, which are its reasonable developments in the near future. But what is a helicopter? Well, in an aeroplane you get your lift from a fixed wing passing through air. With an autogiro you have an orthodox engine and air screw which creates the necessary draught of air. This passes astern and rises up through the disc—in other words, through the circle of the gyrating blades, and gives the required lift; duplicating, in effect, the action of a windmill or the fall of a sycamore leaf. The helicopter looks much the same, but it has no propeller in the front and the blades overhead are operated mechanically from the engine in the fuselage. What is more, the air is made to flow down from above in exact contrast to the autogiro. If the engine of the autogiro fails, the wings will still rotate because of the pull of gravity. If the engine of the orthodox helicopter fails, the pilot has to change the pitch of the blades until he has assumed an auto-rotative position and the pull of gravity works the blades again. During that period of time, however, he may lose considerable altitude. The advantage of the Gyrodyne is that the rotating blades are already set in almost exactly the second position, so, if the engine fails, the blades will still rotate and there is no danger. Oddly enough, this device to make the helicopter safer gives it additional speed. It will also make the flying of it simpler. Indeed, according to Dr. Bennett, a pilot will only need three hours' instruction before he flies solo, though it will probably take him twenty to feel reasonably experienced.

The greatest difficulty of flying a helicopter apparently is the hover—in other words, to fly at zero air speed. This is, however, a most useful factor if bad weather is imminent. A pilot can hover near the ground without landing until it is passed. Experts may wonder how torque is prevented in the Gyrodyne; in other words, how the aircraft is prevented from spinning on its own axis. The answer is a small outboard propeller on the starboard wing which not only stops torque, but gives an extra forward thrust. To put it another way, the Gyrodyne is primarily a helicopter with the safety factor of the autogiro.

Until now helicopters have not been regarded as suitable for transport purposes because they are not considered sufficiently safe, or so Mr. Lindgren, Parliamentary Secretary to the Ministry of Civil Aviation, announced recently in the House of Commons.

The Gyrodyne alters the entire horizon of helicopter flying over short distances. Only large communities can afford a major airport for the orthodox aeroplane. The helicopter, designed to rise and descend vertically, needs no more than a small clearing to land. In the tea-growing districts in India and Ceylon the plantations are set on terraced hillsides in mountainous country, where flying expanses suitable for aerodromes are practically non-existent. Moreover, the rains descend with regularity and cause most unpleasant flying conditions. The helicopter can change this picture entirely. The terraces do not matter to it, nor do the rains and mists. Until now the planters have had to depend on the most primitive communications. The new type of helicopter could alter their whole lives.

In Greece and Scandinavia, both mountainous and with bad roads and rail communications, the advantage of a helicopter cannot be exaggerated. Almost all the traffic goes the long way round by sea. A direct flight from the ship to the depot would save hours and even days. The soft-fruit growers in England would also benefit. The peak period for strawberries lasts about a month, and there is always bound to be a glut of highly perishable fruit at the production centres. So far, strawberry growers have not been able to extend their radius of sale except at great expense, and the use of air transport has been out of the question; but the helicopters would come as a boon not only to them, but also to dealers in other perishable goods like fish, cream cheese, eggs, tomatoes and vegetables. As Commander Hurren says in *Helicopters of To-morrow*, the ordinary traveller suffers more and more from the boa-constrictive strangulation of movement caused by congested traffic. Imagine two business men, one in the London area and one in the Midlands. Mr. Smith, the Londoner, plans to leave his office after dealing with his mail, visit a factory in Wimbledon, keep a business luncheon date in London, call at his bank, go to another factory at Wembley, hurry to London Airport to meet a client from abroad, see him to his hotel, and finally drive home to Beckenham. Unless he went by motor-car he could not begin to carry out his day's schedule, and even then would probably miss his lunch. If helicopter services were available he would have no trouble at all. Commander Hurren looks forward to the day when Mr. Smith will take the lift to the roof of his office, wave his stick and shout "rotor" to a passing rotor cab. Mr. Bull, the Yorkshire industrialist, has factories in Manchester, Leeds, Huddersfield, Preston and Halifax, and business dealings with firms in Bolton, Blackburn, Sheffield, Rotherham, Wakefield, Barnsley, and has frequently to come to London, Birmingham, Glasgow and Liverpool. The advantage to him of a helicopter needs no emphasising.

At the moment, the most topical use for the new type of helicopter would be at the docks. It could cut out a good deal of manhandling of goods. Used as a flying crane it could revolutionise dock procedure. It has already been successfully employed for spotting forest fires in the United States. First experiments in sowing by air are also promising. One must, however, dispel the illusion that people will be able to drop in for tea on other people's gardens. Two tons of helicopter doing the Indian rope trick have to push down a similar weight of air. That is a lot of air; quite a gale, in fact. If a helicopter paid a call on an alfresco tea-party, it would whisk away the table-cloths and crockery, and rapidly give the host and hostess the appearance of having just been pulled through a haystack. In the mail-order business, however, the helicopter should prove a real boon for remote hamlets in Scotland, Yorkshire or Wales. Any open field is adequate for setting down or taking off.

But why, it may be asked, has the helicopter been so slow in developing? The answer is that Cierva was killed in an ordinary air crash in 1936 and British developments in autogiro and helicopter construction had to cease abruptly in the late '30's, in order to make way for the production of fighters and bombers.

The way was, therefore, left clear for the American aircraft industry, with the result that in 1944 there were more than eighty different designs of helicopters in progress. Of these, more than ten had flown with varying degrees of efficiency and promise. Now in one stride Great Britain has overtaken the United States; for, as I have said previously, the Gyrodyne is relatively the biggest jump forward in a particular type of aircraft ever know to flying history.

THE PROTOTYPE GYRODYNE—THE FAIREY AVIATION COMPANY'S ROTATING-WING AIRCRAFT WHICH RECENTLY BEAT THE WORLD SPEED RECORD FOR ITS CLASS: A close-up of the machine, which achieved a maximum speed of 133 m.p.h. and an average speed of 124.3 m.p.h. on the official test run at White Waltham, near Maidenhead, and this, despite the fact that it had to be throttled down on account of cross winds. Further pictures of the Gyrodyne will be found on pages 42 and 43 of this issue

THE GYRODYNE HOVERS ABOVE WHITE WALTHAM: Another view of Fairey's record-breaker, the potentialities of which are discussed by Charles Graves in his article

OF STAGE AND SCREEN

Josephine Baker at Alexandra Palace: the Arrivals of Raymond Massey and Ingrid Bergman: the New Jean-Paul Sartre Play at the Lyric, Hammersmith

JOSEPHINE BAKER MAKES HER FIRST APPEARANCE IN TELEVISION: The famous Parisian coloured star in the B.B.C. studio at Alexandra Palace, where she took part in a cabaret show, "Café Continental." Josephine Baker came to London at the invitation of Norman Collins, the B.B.C. Controller of Television. She brought with her twenty dresses ranging in cost from £350 to £1,250 and her husband, the French dance band leader, Jo Bouillon, who is seen on the left in the picture. He conducted the Television Orchestra during her two performances. Miss Baker is seen wearing the Schiaparelli gown of white chiffon with diamond and silver sequin trimmings, which is valued at the sum of £1,250

RAYMOND MASSEY AND HIS WIFE ARRIVE AT SOUTHAMPTON ON THE "QUEEN ELIZABETH": The celebrated Canadian-born actor has come from Hollywood to discuss making a film of Stuart Cloete's best-selling novel, "Turning Wheels"

INGRID BERGMAN MEETS HER NEW LEADING MAN: She is seen with Michael Wilding when they met in the London office of Transatlantic Pictures. Miss Bergman had flown from Hollywood with Alfred Hitchcock, who is to direct her and Michael Wilding in a film of *Under Capricorn*, Helen Simpson's romantic novel set in Sydney, Australia. Transatlantic Pictures Corporation is a new company, formed by Alfred Hitchcock and Sidney Bernstein, whose first picture (also directed by Hitchcock) was a Technicolor version of Patrick Hamilton's play *Rope*. In co-starring with Ingrid Bergman, Michael Wilding follows many famous Hollywood stars, including Gary Cooper, Gregory Peck, Bing Crosby and Charles Boyer. In *Under Capricorn* he plays Charles Adare, the young Irish nobleman, described as "gay, witty and attractive to women"

THE NEW SARTRE PLAY AT THE LYRIC, HAMMERSMITH: Joyce Redman as Jessica sits on the bed, while Hoederer's bodyguard—Slick (Max Brimmell) and Georges (Brian Carey)—search the bedroom. On the right are Michael Gough as Hoederer's new secretary and Roger Livesey as Hoederer, Secretary of the Proletarian Party of Illithya. Jean-Paul Sartre's new play *Crime Passionel*, translated by Kitty Black, is set in a Communist dominated Central European country, towards the end of the war, when plans must be made for the entry of Russian troops, when victory has been won. Such is the background, but the play concerns the young, intellectual Communist, Hugo (Michael Gough), who is sent to murder the secretary of the party, Hoederer (Roger Livesey), who is suspected of duplicity in making a pact with the moderate party. He comes to understand Hoederer's viewpoint and to like the man, and can only bring himself to murder him when he believes Hoederer to be having an affair with his wife. Outstanding performances are given by Joyce Redman, Michael Gough and Roger Livesey

HUGO DISCUSSES THE MURDER: "Maybe I shall hit him between the eyes. You aim at the stomach, you know, but the gun jerks up"

HUGO ATTEMPTS THE MURDER: The dramatic scene in "Crime Passionel," when the young intellectual tries unsuccessfully to force himself to commit the murder of the party secretary

The World of Books—By VERNON FANE

THE DEAN STILL PACKS A PUNCH

Dean Inge's Latest Essays May Surprise the Orthodox: Professor Nigg's Weighty Work Upon the Great Saints

DEAN INGE may now be a gentleman of advanced years, but in his new collection of essays, THE END OF AN AGE (Putnam. 10s. 6d.), he writes with all the lucidity and force of a man and a thinker in the prime of his life. Of these seven essays, the Dean writes that "the titles of the chapters may sound more despondent than the text," a phrase which recalls the days when he was known as "the gloomy Dean," and when his pronouncements on fashions in manners, modes and morals were eagerly and constantly sought by the Press.

The two essays that appealed to me the most were on *The Twilight of Freedom*, in which the Dean quotes Field-Marshal Smuts as saying that there is less freedom in Europe now than at any time for two thousand years; and *The Population Problem*, in which he takes a courageously outspoken point of view that may surprise the orthodox. The Dean, in other words, still packs a punch.

For his book of GREAT SAINTS (Aldor. 15s.), Professor Walter Nigg has chosen at least three unexpected subjects among his nine portraits. Although he is himself a Protestant Professor of Divinity at the University of Zurich, he has included saints canonised by the Catholic Church, and men of his own denomination who should as justly be known by that great title.

This is the kind of book which one approaches with a good deal of diffidence, and indeed its reading takes some perseverance, but it is rewarding in the end. Possibly the best way is to read a biography at a time, and return to the book at intervals. In this way, the special character of each saint emerges clearly and distinctly, with no likelihood of the reader's confusion. Erasmus said that there are several saints that do not figure in the calendar, and one of these could be that Gerhard Tersteegen, "a saint within the Protestant Church," a German who lived in the first half of the eighteenth century. Professor Nigg writes with a certain diffuseness, but his manner is warm and sincere, and gives a long and weighty book an unexpected vitality.

NORTH MIDLAND COUNTRY (Batsford. 12s. 6d.) deals with a part of England which I have only known superficially myself, and always considered both remote and rather dull, but Mr. J. H. Ingram has shown me how ill-considered that judgment was and, if his excellent book has not been able to give me a positive affection for the counties of Staffordshire, Cheshire, Derbyshire, Leicestershire and Nottinghamshire, it has at least given me a healthy respect for them and, in particular, an appreciation for some of their beautiful villages and great houses.

And talking of the latter, there is another engaging new book to be read, in PORTRAIT OF A HOUSE (Carroll and Nicholson. 9s. 6d.), in which Mrs. Mary Howard McClintock tells the story, room by room, of a big manor house, presumably somewhere in Berkshire, built by Inigo Jones and inhabited in the '80's and '90's by her grandmother, her mother and her aunts with their numerous broods of children.

This is essentially a happy and contented book, which will soothe—and sometimes gently bore—the reader, but all in an atmosphere of perfect good manners.

PORTRAIT IN TWO COLOURS (Faber and Faber. 8s. 6d.) is a sober and sensitive first novel which the young author, Mr. Stuart B. Jackman, admits to be largely autobiographical. That, of course, is no surprise, for that is the nature of a very great many first novels, either admittedly or unconsciously, but in this case the author's own clarity of purpose helps the reader to an understanding of a simply-stated but moving little story.

The book, then, is concerned with the problem of a boy's home-coming to his parents in England, after years of war in the Persian desert, in Egypt and the Middle East. Before the war he had studied theology, and for a time had persuaded himself that theological students had no part in the active side of the conflict, but this attitude did not last long, and he joined the Air Force, where he became a driver. His war experiences were normal; that is to say, he knew normal fear and loneliness and horror and beastliness. He thought about home a great deal, and when he got back to it, he found it immensely hard to adjust himself to it, to banish the nightmare from his waking life and to take up his work again with the old spirit.

That is about all, but, as the author works it out, it has a completeness of pattern that satisfies the mind even if it does not deeply stir the emotions.

ALL IS WELL IN WELL WALK: These elms and limes in Well Walk, Hampstead, under which John Keats sat, have been saved from destruction as a result of a meeting of Hampstead Borough Council. The Council was told that the Trees and Open Spaces Committee wanted thirty limes replaced among seventy trees they had listed. It had been proposed to replace the limes with silver birch trees, but the motion was defeated and the councillors agreed to postpone the replacements for an indefinite period

Mr. Frank Yerby also writes about a young man coming home from the wars, but there all resemblance between the two stories ends, for his hero is as truly fictional as Mr. Jackman's is factual, and his romantic approach to the American Civil War and its consequences in a Southern estate is, to put it mildly, highly coloured. Nevertheless, THE VIXENS (Heinemann. 10s. 6d.) has considerable vitality, and the undeniable sweep and surge of action.

SHEPHERD'S TUMP (Hodder and Stoughton. 9s. 6d.) is a far quieter affair, as its title suggests. This novel of Mr. John Hereford's is set in the remote Welsh hill country 140 years ago, and is about a young man who deserts from the Navy after Trafalgar, and comes back to claim his farm and his land, only to find that he has to fight for it. In the end he has neither farm nor land, but the love of a girl whom he had thought when he first saw her was the ugliest woman he had ever seen. In this love and in his renunciation of the property he finds peace of mind, and the story closes on an idyllic note.

The comparisons between this and *Precious Bane* may be inevitable; I confess they haunted me through a great part of my reading, but the book has its own quiet integrity and should be judged on that. The publishers of this story say: "We think you will enjoy it." *I* think they are right.

Mr. George Scott-Moncrieff's new novel is of a young man's quest for another kind of happiness, which he has hoped, through the years of his studies in Paris, to find in a girl in his home city, Edinburgh. He returns there to find that she has died, and that his father, ineffectually but kindly, and his step-mother, with affectionate determination, plan to draw him into another kind of social life which they think will make him both happy and prosperous.

The young man, however, has other ideas, and DEATH'S BRIGHT SHADOW (Allan Wingate. 9s. 6d.) is principally concerned with his spiritual quest and his conversion to the Catholic Church. The theme here is one of dignity and is worked out sincerely, but I found that sympathy was an elusive, almost an absent quantity, and that it was difficult to get, as it were, at grips with the characters of the story.

THE THIRTY STORIES (Faber and Faber. 10s. 6d.) that Miss Kay Boyle has chosen from among her work are representative of her style at its best, but she writes, in her introduction, that she selected these particular ones because she felt that, within their limits, they had succeeded in the responsibility of the short story "to speak with honesty of the conditions and conflicts of its time" and ". . . to reflect with honesty the state of the author's mind and his emotions at that time."

I find that an admirable testament of a writer's intention, and I think you will find, as I did, that it has admirably succeeded in these brilliant and often poignant stories.

THE HISTORIAN'S ROLE

Two New Histories with a Common Purpose

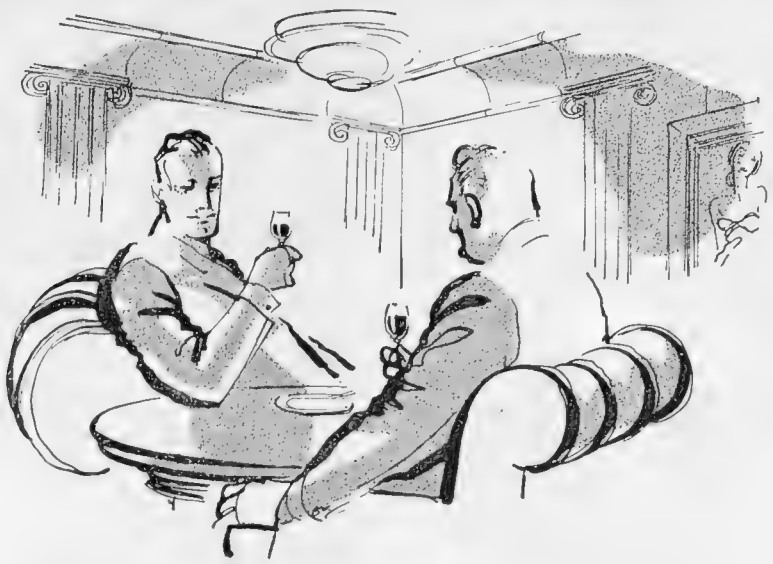
WE saw in this late war surely enough how a man with a sense of history proved to be our surest guide; by knowing the past he knew the temper of the present. The historian, with his flair for perspective, is indeed a vital asset in these stressful times when there is nothing very reassuring in the course of world events; he at any rate sees something of the "grand design" amid the turmoil. China, a divided realm saddened and kept poor by war and civil war for the past half-century, and the British Empire, now said to be disintegrating before our very eyes, are both seen in what may be regarded as balanced perspective in books published this week. In A SHORT HISTORY OF THE CHINESE PEOPLE (George Allen and Unwin. 10s. 6d.), L. Carrington Goodrich gives a scholarly, thoughtful and fascinating account of the background of Chinese civilisation, providing us with a real understanding of the major currents of Chinese history, and somehow he makes us believe that the divided realm of to-day has a vast contribution to make to the modern world. From the empirical knowledge of the Chinese in many fields we could profit immensely, Mr. Goodrich declares, citing in particular the monographic material relating to the policies of that illustrious Prime Minister of the eleventh century, Wang An-shih, who did so much to promote educational reform at a time when stereotyped study was leading to stagnation. No less impressive is Hector Bolitho's symposium THE BRITISH EMPIRE (Batsford. 21s.), in which Mr. Bolitho has brought together a number of expert contributors on the history of the Dominions and Colonies. These contributors do not mince matters. Where the story is unsavoury, the facts are presented with freedom, but the overall picture is deeply impressive. The long chapter on New Zealand, written by Mr. Bolitho himself, is not only a fine piece of writing, but a noble exposition of just how the British way of life has been established side by side with native Maori life, and how from it all has emerged a Dominion deeply sensible of its responsibilities towards all its own people, to the people from which it sprung, and to the world at large. There, indeed, is evidence of advance towards political and social maturity, grounds for hope in an age in which savagery is not yet outlawed. Both Mr. Carrington Goodrich and Mr. Bolitho have served us well with these new histories constituting a tonic from the past.

Richard Jefferies, the centenary of whose birth is celebrated this year, ranks with Gilbert White and Thoreau among the great interpreters of the country. He could observe the infinite changes and variations of nature, and he could write about them, a rare enough combination of gifts. To-day, this Wiltshire lad has won a place secure in English literature, and his works come before an ever-widening audience. Samuel J. Looker plays his part in fostering the Jefferies cult with THE JEFFERIES COMPANION (Phœnix House. 8s. 6d.). He gives extracts from all the major works, including that great prose poem *The Pageant of Summer* and the *Story of My Heart*. Here, typifying his highly individual style, is a passage from Jefferies' essay on "Enduring Love": "The reapers have been in the corn these thousand years, the miners in the earth, the toilers in the city; in all the labour and the long suffering is there anything like unto love? Any reward or profit in the shops, the mines and the warehouses? What are the institutions of man, the tawdry state, the false law, the subsidised superstition, and poor morality, that pale shadow of truth—what are these by love? Could love but stay, could but love have its will, no more would be needed for eternity." This is just one aspect of the Jefferies philosophy. He was a prophet crying in the wilderness of the industrial age, the theme of whose whole work was the burning hope for a better, truer, more sunlit world for mankind. The Victorian world in which he lived labelled him a *malade imaginaire*, a poverty-stricken neurotic; but we now know better the measure of the man.

The "Britain in Pictures" Series (Collins. 5s.), endowed with the main characteristic of Tennyson's brook, also maintains its remarkable quality. Two new titles are ENGLISH FASHION, by Alison Settle, and BRITISH HOSPITALS, by A. G. L. Ives. Alison Settle's story, offering admirable opportunities for good illustration, which the publishers have been swift to take, ends on the rather drab utility note which, of necessity, struck the world of fashion in the Second World War, and preceded the burst of gay flamboyance ushered in by Christian Dior. It is a fascinating story, well told and well illustrated. Mr. Ives' book, published at an opportune moment, just when the great medical experiment is being launched on its way, is a stirring record of progress.

PORTRAIT OF DURHAM CATHEDRAL, by G. H. Cook (Phœnix House. 12s. 6d.), is fittingly the first of the English Cathedrals Series, as this is our greatest Norman shrine. Here the technique of the camera aids first-rate scholarship to give a clear idea of Durham's especial virtues.

In the "Vision of England" Series, Aubrey de Selincourt contributes the volume on the ISLE OF WIGHT (Paul Elek. 9s. 6d.). Mr. de Selincourt, warning us when to turn a blind eye to imperfections in his dream isle, is an admirable and enthusiastic guide.



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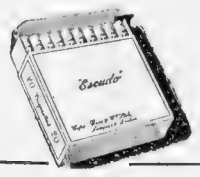

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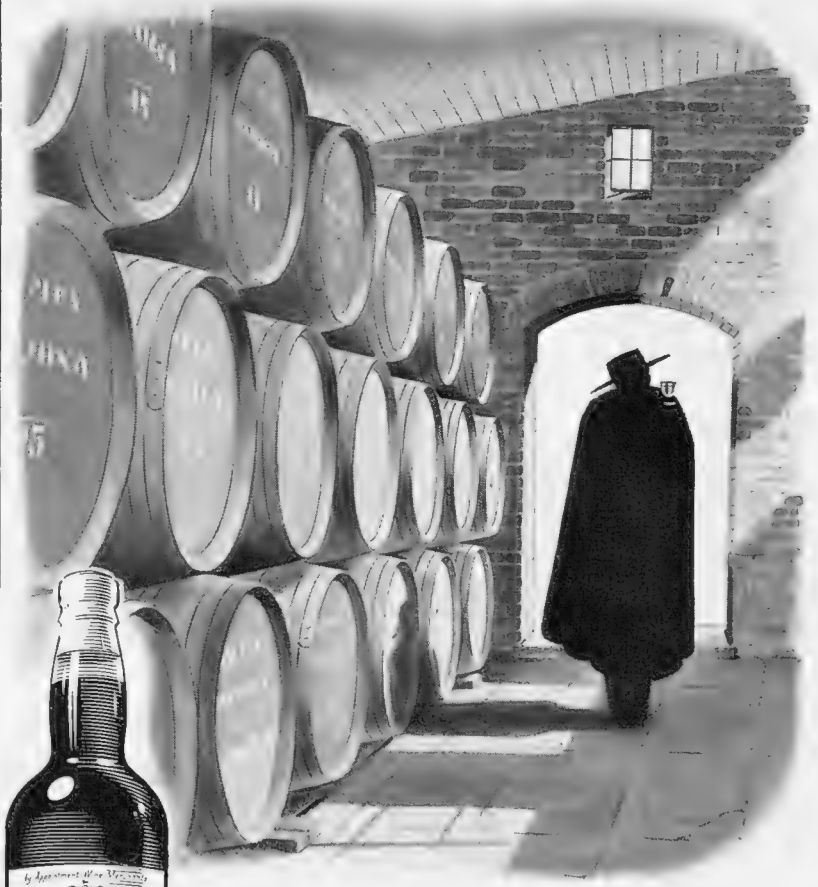

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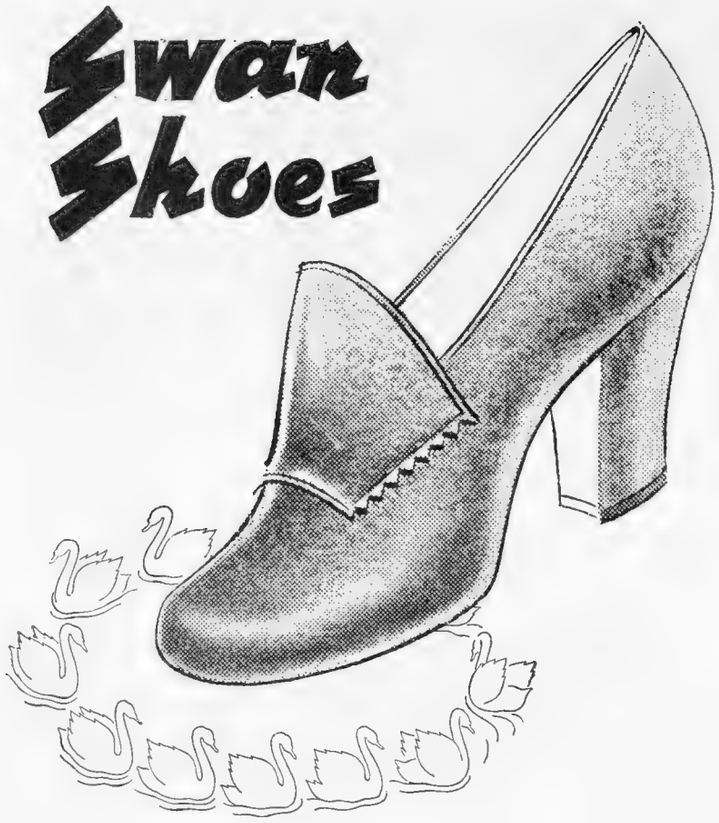

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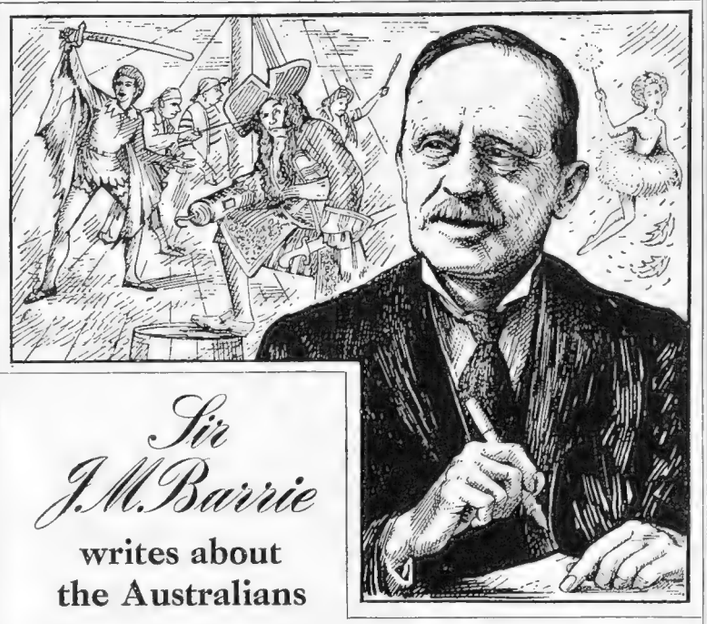

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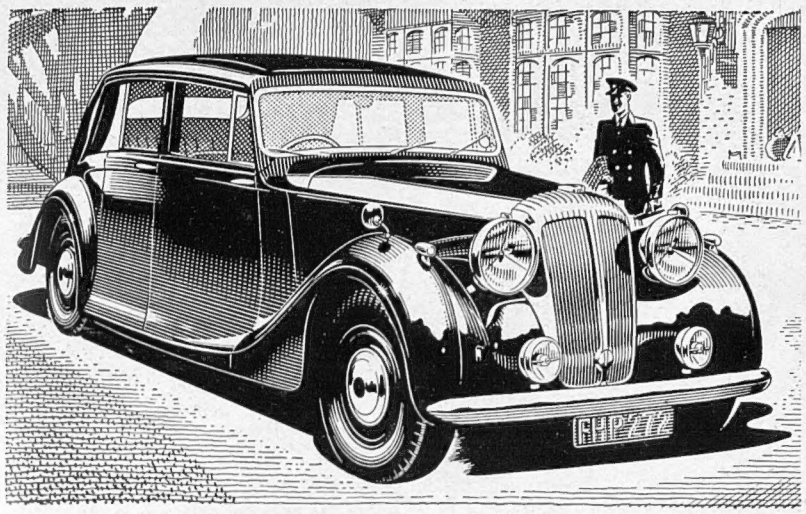

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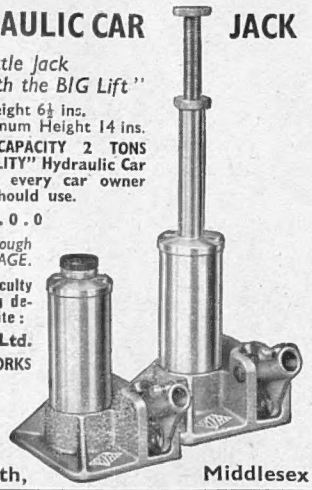

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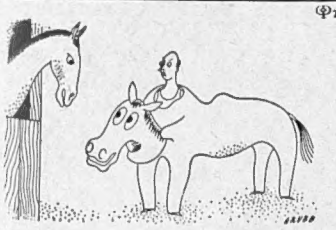

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